North Carolina Department of Transportation

Kinston Comprehensive Transportation Plan

March, 2011

NCDOT TPB
TRANSPORTATION PLANNING BRANCH

Comprehensive Transportation Plan

City of Kinston

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In Cooperation with: The city of Kinston
The Eastern Carolina Rural Planning Organization

March, 2011

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Executive Summary

In May of 2005, the city of Kinston, NC, and the Transportation Planning Branch of the North Carolina Department of Transportation initiated a study to cooperatively develop the city of Kinston's Comprehensive Transportation Plan (CTP).

This is a long-range multimodal transportation plan that addresses Kinston's travel needs through 2030. Modes of transportation evaluated as part of this plan include the highway system and bicycle facilities.

Please note that Comprehensive Transportation Plans typically do not address standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information regarding these types of issues.

The findings in this CTP are based on an analysis of the transportation system, an environmental screening of the area, and input from the public. As the region develops, transportation needs and priorities may differ from the recommendations made with the data available at the time of this report.

Refer to Figure 1 for the CTP maps, which were mutually endorsed and adopted in 2008. Implementation of the plan is the responsibility of the city of Kinston and NCDOT. Refer to chapter two for information on the implementation process.

This report documents the recommendations for improvements that are included in the city of Kinston CTP. Major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in chapter one.

- **Carey Road Extension:** Construct a four-lane divided boulevard facility without access control on a new location west of downtown Kinston connecting Pauls Path Road (SR 1001) to existing Carey Road (SR 1571).

- **NC 58 Relocation:** Construct a controlled-access facility on new location east of Kinston connecting existing NC 58 north of Kinston to NC 58 south of Kinston.

- **Plaza Boulevard Extension**: Construct new five-lane facility without access control on new location between Queen Street and NC 11/55.

I. Recommendations

A Comprehensive Transportation Plan (CTP) is developed cooperatively by local and state officials, as well as members of the public to ensure that the progressively developed transportation system will meet the current and future needs of the region. The CTP is an official guide for providing a well-coordinated, efficient, and economical transportation system that addresses local and statewide needs. This document should be utilized by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing disruption to local residents, businesses and the environment.

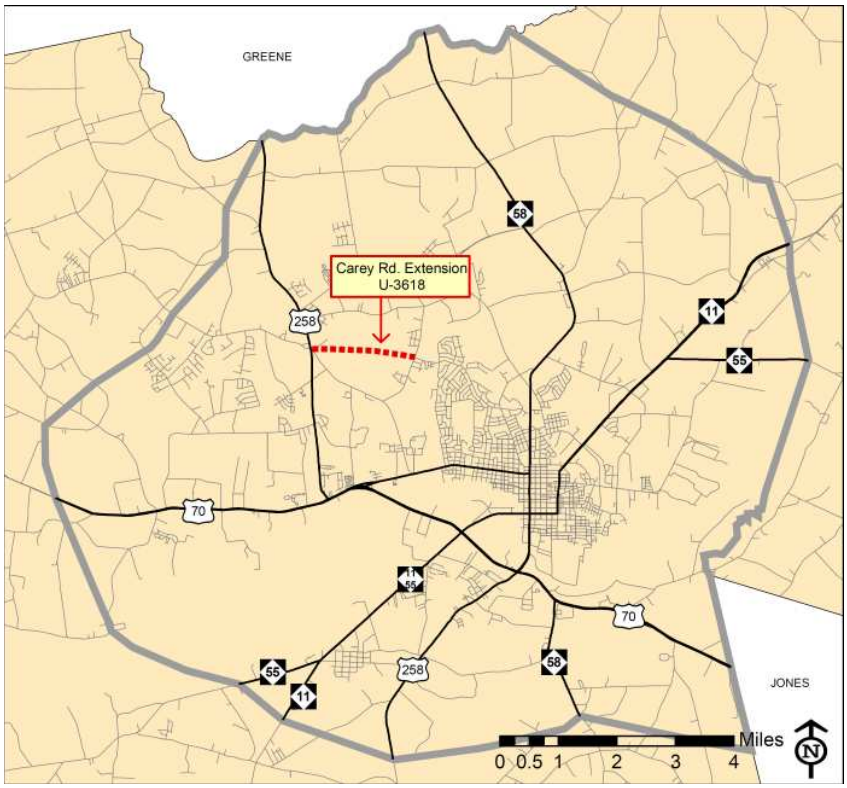
This report documents the development of the 2008 City of Kinston CTP as shown in Figure 1. This chapter presents recommendations for transportation in the city of Kinston. Refer to Appendix G for documentation of project alternatives that were studied, but are not included in the adopted CTP.

The following is a detailed list of transportation project recommendations for the Kinston urban planning area.

Carey Road Extension -- **ID# U-3618**

Pauls Path Road (SR 1001) to Rouse Road (SR 1572)

Carey Road Extension (U-3618) – Project Location Map



Carey Road Extension (U-3618) – Project Map within the Kinston Planning Area Boundary

Identified Problem

Currently there is no direct east/west route connecting the northern portion of downtown Kinston and the residential and commercial developments directly to the west of the city. Traveling between these areas requires an inefficient route that can include a combination of east-west and north-south facilities, including Rouse Road (SR 1572) and Hull Road (SR 1557) which connect to Carey Road (SR 1571) and Pauls Path Road (SR 1001), respectively.

Areas west of Kinston are expected to see increased residential and commercial expansion as the Global TransPark continues to develop. It is projected that by 2030, both Hull road (SR1557) and Rouse Road (SR 1572) will be operating over practical capacity (level of service D). If the projected congestion levels are allowed to occur, travel in this region of the city will become difficult and inefficient.

Justification of Need

The proposed Carey Road Extension (U-3618) will provide additional east-west connectivity for the region as a whole, and greatly improve access between the northern portion of the city of Kinston and residential and commercial developments to the west. By providing a direct east-west route to and from Kinston, the project may help alleviate future congestion on Hull Road (SR 1557) and Rouse Road (SR 1572), as these roads frequently serve as the indirect path between the city and developments to the west.

Community Vision and Problem History

Future commercial and industrial growth at the Global TransPark (GTP) potentially will put a strain on the transportation facilities in Kinston. NC 148 (C.F. Harvey Parkway) has been developed and improved in large part to provide access to the GTP. Carey Road Extension will parallel NC 148 (C.F. Harvey Parkway) to the south, and allow local traffic efficient east-west connectivity separate from the purpose of accessing the GTP.

Project Description and Overview

This facility is recommended to be a four-lane divided boulevard connecting Paul's Path Road (SR 1001) at US 258 to Carey Road (SR 1571) at Hull Road (SR 1557) and will provide a direct east-west route in northern Kinston that can serve residential and commercial development to the west.

The proposed project will require:

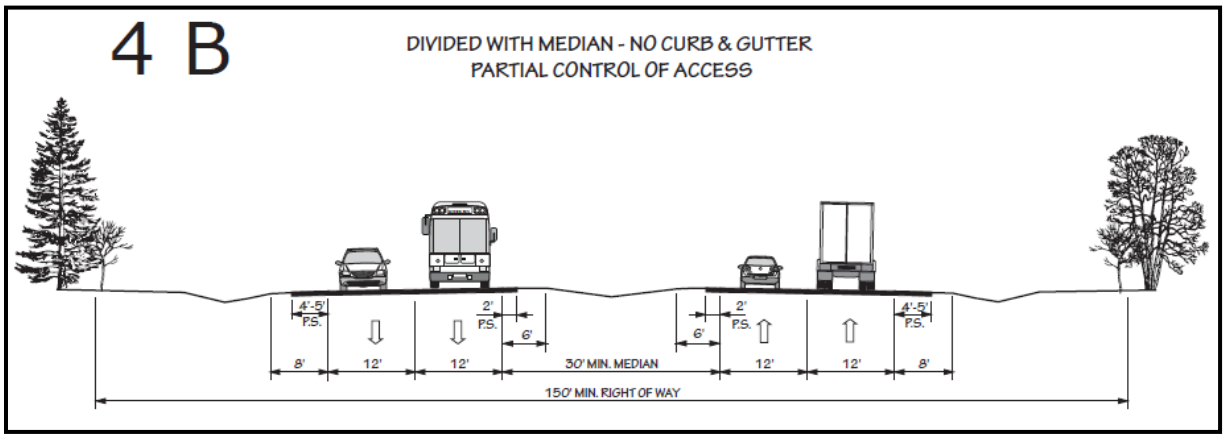
- Construction on a new location
- Four lanes, divided with a median
- No access control
- Right-of-way acquisition for portions of the project (some of the project area is already state-owned)
- Consideration of a grade separation where the project crosses the future GTP Rail spur
- Realignment of Hull Road (SR 1557) to link better with the Carey Road Extension (Hull Road Realignment is local ID LENO0027-H). See **Hull Road Realignment LENO0027-H** and associated map below in section "Linkages to Other Plans and Proposed Project History."

Carey Road Extension	DIST. (mile)	RDWY(feet)	ROW (feet)	NUMBER OF LANES	CAPACITY (VPD)	AADT TRAFFIC (VPD)	Notes
2005 CONDITIONS							
US 258— Rouse Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2030 CONDITIONS							
US 258— Rouse Road	1.70	48	150	4	28,000	25,500	4 Lane Blvd

Based on the 2009-2015 State Transportation Improvement Program, the estimated cost of this project (U-3618), including right-of-way acquisition and construction, without the Rail Connector Grade Separation (see State Transportation Improvement Program project U-2928), is approximately $12,588,000. Including a grade separation may add approximately $2,000,000 to the project.

Example Cross Section

Carey Road Extension (U-3618) is proposed to be a four-lane boulevard divided with a grass median when complete. No access control, bicycle or pedestrian accommodations are proposed. A sample cross section is shown below.



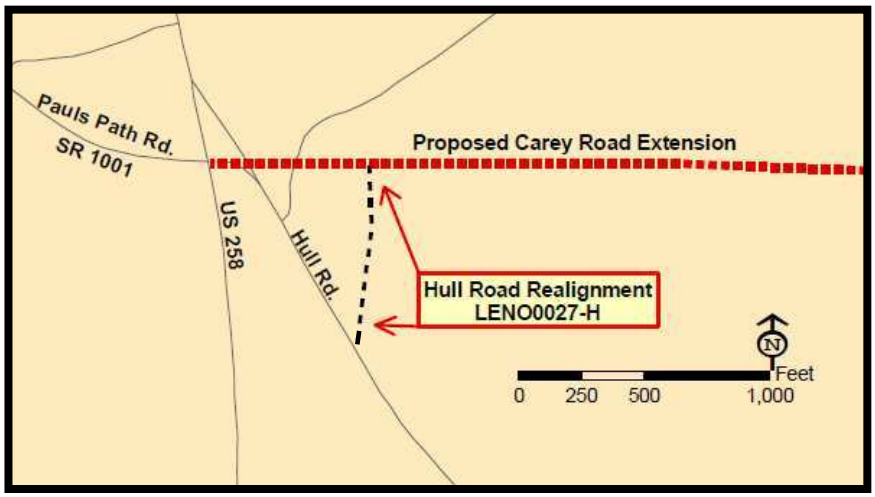
Linkages to Other Plans and Proposed Project History

Versions of the Carey Road Extension project were included in both the 1981 Kinston Urban Area Thoroughfare Plan and the unadopted 1992 Kinston Urban Area Thoroughfare Plan. The previous plans cited the need for east-west connectivity between the city of Kinston and growing residential areas to the west and northwest.

The Carey Road Extension, in conjunction with the Plaza Boulevard Extension (see project U-4018) will complete an east-west route connecting US 258 and NC 11 through the city of Kinston. This will give residents to the northwest of Kinston a direct route to NC 11.

To avoid a five legged intersection near US 258, this project will require a realignment of Hull Road (SR 1557). This will facilitate Hull Road linking with the Proposed Carey Road Extension (see map below). Hull Road Realignment is referred to as local ID **LENO0027-H**.

Hull Road Realignment – LENO0027-H

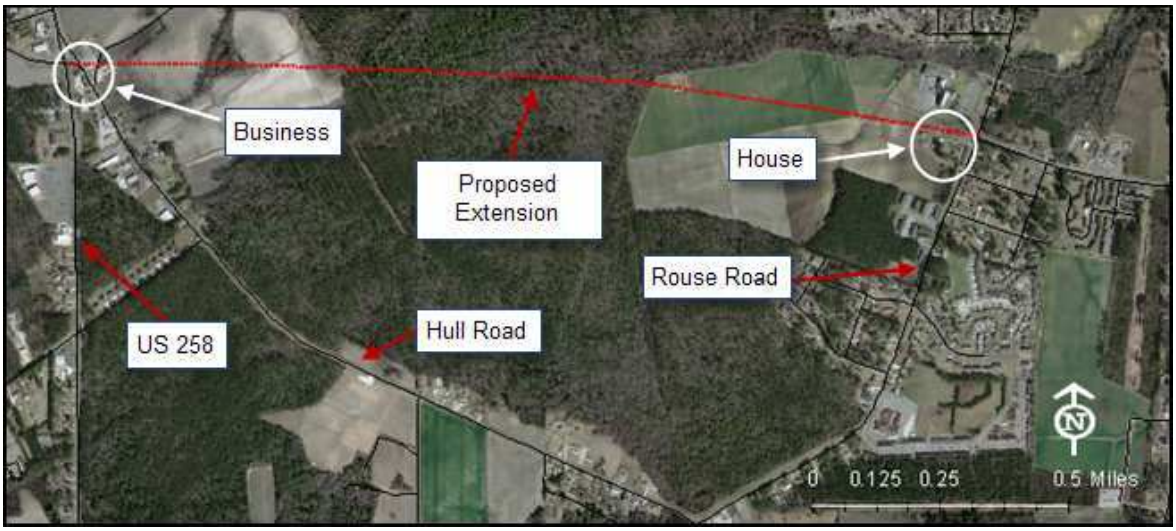


Land Use Patterns

There are no known economic development or land use changes that will occur due to this project. The area is mostly farmland and wooded. A home could be impacted with this construction at the intersection of Rouse Road (SR 1572) and Carey Road (SR 1571). A business could be impacted where the Carey Road Extension meets Pauls Path Road (SR 1001) (See map in next section “Natural & Human Environmental Context”).

Natural & Human Environmental Context

It appears there are no major stream crossings associated with this project, but it may cross some wetlands. No historic resources have been identified near the vicinity of this project. Depending upon the final alignment, a home and a business may be impacted.



Multimodal Considerations

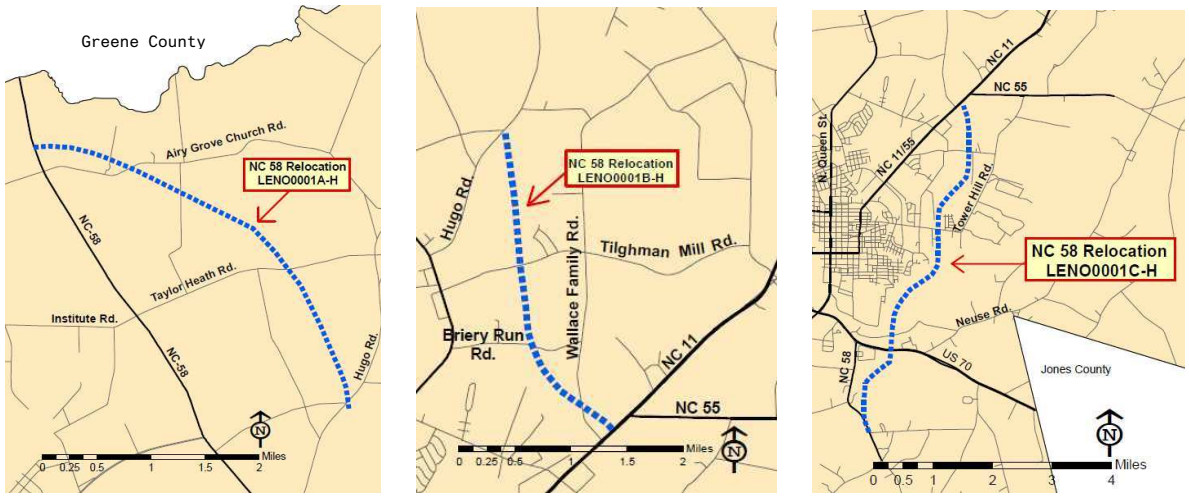
At this time, no bicycle facilities or sidewalks are planned for this project. Grade separation should be considered where the Global TransPark Rail system (See STIP project U-2928) and the Carey Road Extension intersect.

Public/ Stakeholder Involvement

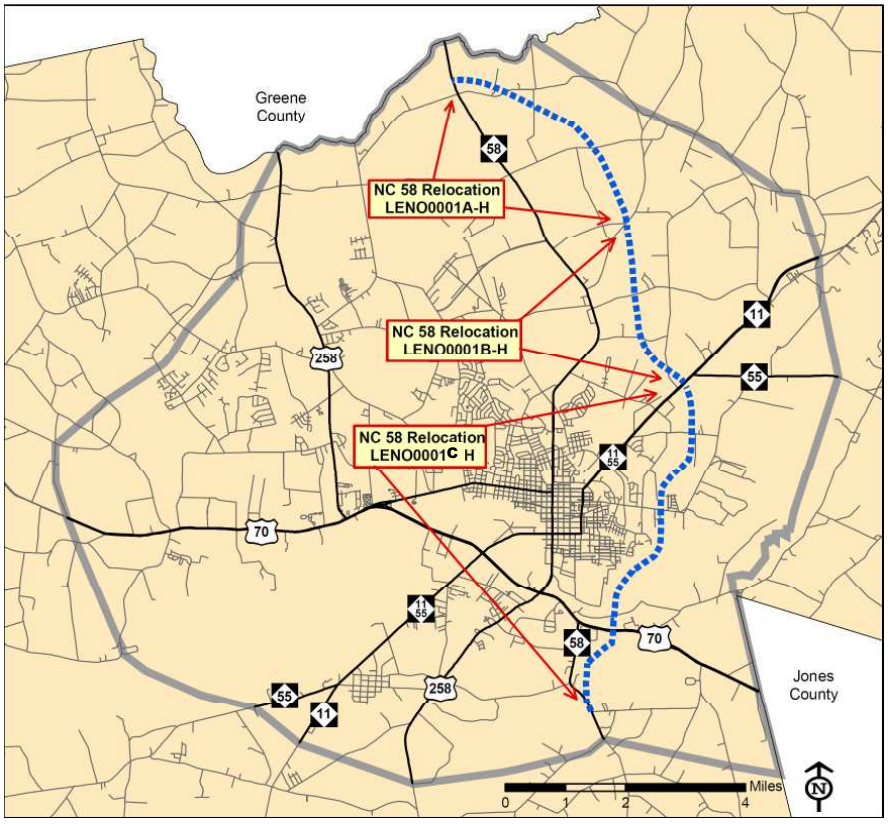
See appendix K for information on public involvement for the Kinston CTP.

NC 58 Relocation --
New location from NC 58 in northern Lenoir County to proposed US 70 Bypass

ID# LENO0001A-H, LENO0001B-H and LENO0001C-H



NC 58 Relocation (LENO0001A-H, LENO0001B-H and LENO0001C-H)
Project Location Map



NC 58 Relocation (LENO0001A-H, LENO0001B-H and LENO0001C-H)
Project Map within the Kinston Planning Area Boundary

Identified Problem

The existing NC 58 runs directly through downtown Kinston, concurrently in some locations with other routes, including US 70 Business and US 258. North-south travelers that do not need access to downtown Kinston are forced either to find an indirect route consisting of east-west and north-south facilities, or travel through the increasingly-congested central business district (CBD). Portions of NC 58 in the downtown area and near the southern planning boundary are currently near or over capacity (See appendix C). Changes to NC 58 that accommodate both through trips and trips with destinations in downtown Kinston would help alleviate current and projected congestion.

Justification of Need (LENO001A-H)

Development at the Global TransPark (GTP), which may bring as many as 25,000 jobs to the area (see *North Carolina Global TransPark Documentation of Travel Demand Model*), will put a strain on Kinston's transportation system. Freight transportation, commuting and other trips associated with this large industrial/commercial center will need to be diverted from routes that go through the downtown area. The LENO001A-H portion of the NC 58 Relocation project resembles the eastern leg of a loop around the GTP originally proposed in the Global TransPark Master Planning and Environmental Study (see *Global TransPark Master Plan*). The loop was proposed to make the GTP easily accessible to commercial activity by providing an efficient route separate from local traffic.

Justification of Need (LENO001B-H)

This project will enhance local mobility by addressing projected capacity deficiencies on existing NC 58 approaching downtown. Based on future traffic projections, existing NC 58 will be significantly over capacity from Taylor Heath Road (SR 1703) to Cunningham Road (SR 1745) by 2030 (See appendix C). LENO001B-H will allow traffic going to the GTP, connecting to NC 11, NC 55 or US 70 to take a route separate from traffic going to the downtown central business district.

Justification of Need (LENO001C-H)

On the Strategic Highway Corridor (SHC) plan, NC 11 is designated a freeway. Since existing NC 11 runs through downtown Kinston, building a freeway on a new location will be the most efficient way for NC 11 (coinciding with NC 58) to meet the goals of the SHC initiative. In addition to meeting the mobility needs of the region, the new facility will address projected congestion in the downtown area.

LENO001C-H also provides an additional crossing over the Neuse River and will help alleviate congestion at the US 258 (Queen Street) and NC 11/55 crossings.

A feasibility study, FS-0802A, for LENO0001C-H is underway. See figure 8.

Community Vision and Problem History

To improve mobility for the local community, it is necessary to separate local traffic from north-south through-trips by providing an alternative to the current NC 58 and NC 11, which runs directly through downtown.

Project Description and Overview

It is recommended that a four-lane, median-divided facility be constructed on new location from the current US 58 approximately 0.23 miles north of Dawson Station Rd. (SR 1575) running southeast (see map above) to US 58 near Strawberry Branch Dr. (SR 1905). The primary benefits of this project will be relieving congestion in the downtown Kinston central business district and, in the southern section, creating a facility that adheres to the Strategic Highway Corridors Initiative.

This project will require:

- Four lanes, median divided, full control of access
- Construction on new location
- Grade separated interchanges where the NC 58 Relocation meets existing NC 58, NC 148 (C.F. Harvey Parkway), NC 11/55, Tower Hill Road (SR 1810), existing US 70 and Proposed US 70 Bypass
- Grade separations where NC 58 Relocation meets Taylor Heath Road (SR 1703), Tilghman Mill Road (SR 1742), Dunn Family Road (SR 1811), two sections of rail line north of existing US 70

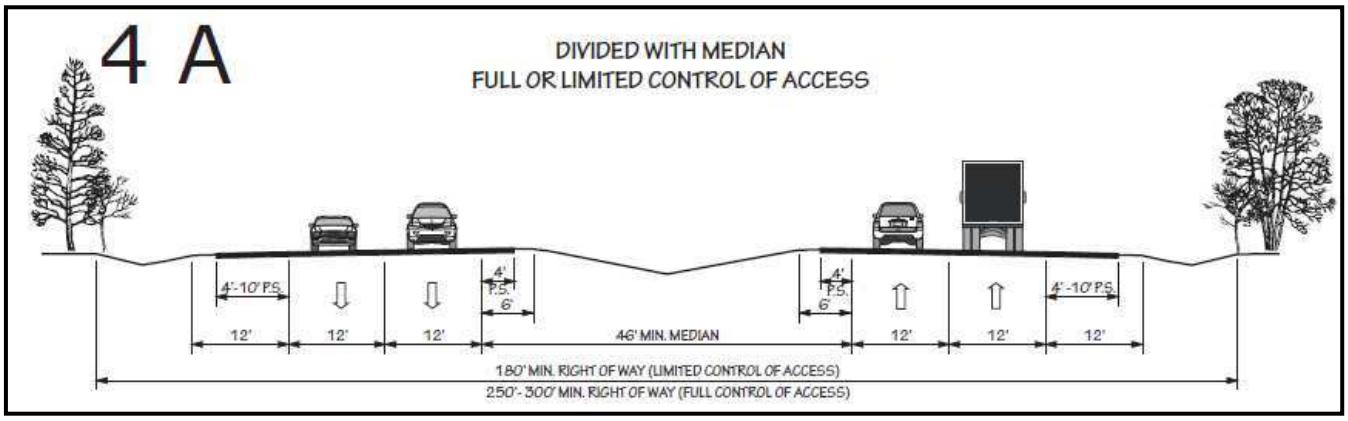
NC 58 Relocation **LENO0001A-H**	DIST. (mile)	RDWY(feet)	ROW (feet)	NUMBER OF LANES	CAPACITY (VPD)	AADT TRAFFIC (VPD)	Notes
2005 CONDITIONS							
NC 58— C.F. Harvey Pkwy.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2030 CONDITIONS							
NC 58— C.F. Harvey Pkwy.	3.91	48	300	4	54,000	N/A	4-Lane Freeway

NC 58 Relocation **LENO0001B-H**	DIST. (mile)	RDWY(feet)	ROW (feet)	NUMBER OF LANES	CAPACITY (VPD)	AADT TRAFFIC (VPD)	Notes
2005 CONDITIONS							
C.F. Harvey Pkwy.— NC 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2030 CONDITIONS							
C.F. Harvey Pkwy.— NC 11	2.85	48	300	4	54,000	N/A	4-Lane Freeway

NC 58 Relocation **LENO0001C-H**	DIST. (mile)	RDWY(feet)	ROW (feet)	NUMBER OF LANES	CAPACITY (VPD)	AADT TRAFFIC (VPD)	Notes
2005 CONDITIONS							
NC 11— Proposed US 70 Bypass	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2030 CONDITIONS							
NC 11— Proposed US 70 Bypass	5.58	48	300	4	54,000	25,700	4-Lane Freeway

Cost estimates for LENO0001A-H, LENO0001B-H and LENO001C-H are $31,832,000, $26,825,000 and $60,634,000 respectively, with a total cost of $119,291,000. Estimates are approximate. A feasibility study is currently under way for LENO001C-H.

Example Cross Section



Linkages to Other Plans and Proposed Project History

The NC 58 Relocation projects (LENO0001A-H, LENO0001B-H and LENO0001C-H) do not appear in previous thoroughfare plans. However, as far back as the 1969 thoroughfare plan, Queen Street, which is concurrent with portions of NC 58 through downtown, was identified as "congested" and containing "hazardous intersections." The 1981 Kinston Thoroughfare Plan notes that unless projects are implemented to reduce traffic on Queen Street/NC 58 "…Queen Street could face severe congestion problems that will hamper any attempts to keep the downtown area a viable commercial area."

The LENO0001C-H portion of the NC 58 Relocation project is designated a freeway on the Strategic Highway Corridors plan.

Land Use Patterns

A majority of the land in the project area is wooded and farmland. Depending upon the final chosen alignment, several homes may be impacted by the project.

Natural & Human Environmental Context

There may be some minor stream crossings associated with LENO0001A-H and LENO0001B-H. LENO0001C-H will need to cross the Neuse River north of existing US 70.

Some of the wooded and farmland areas crossed by all three portions of the NC 58 Relocation may contain wetlands, and depending upon the final alignment, several homes may be affected by construction of the project.

When determining the final alignment for LENO0001C-H, the historic Wyse Fork Battlefield will have to be taken into consideration as there is potential for the NC 58 relocation to come close to the site (See figure 8).

Multimodal Considerations

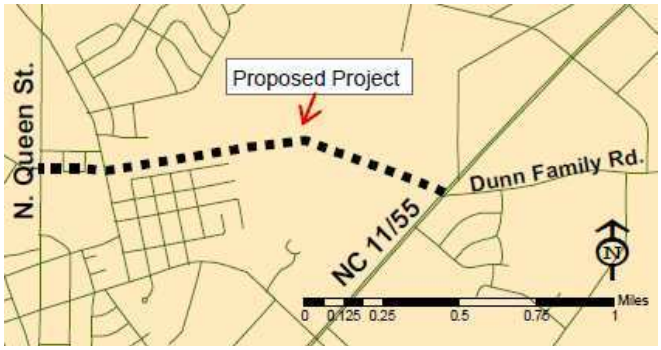
The project will most likely cross Taylor Heath Road (SR 1703), which is bicycle route #40 (County Loop), and Briery Run Road (SR 1743), which is bicycle route #44 (Oak Tree Spoke).

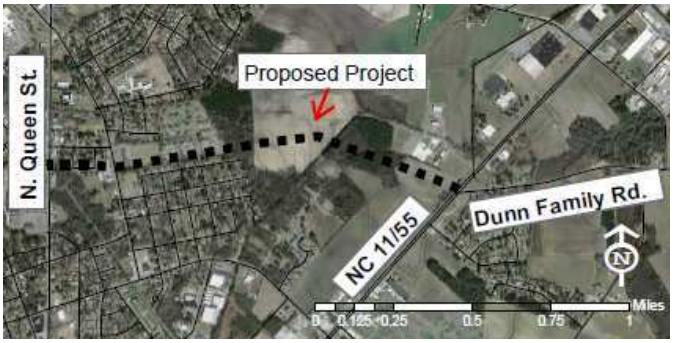
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

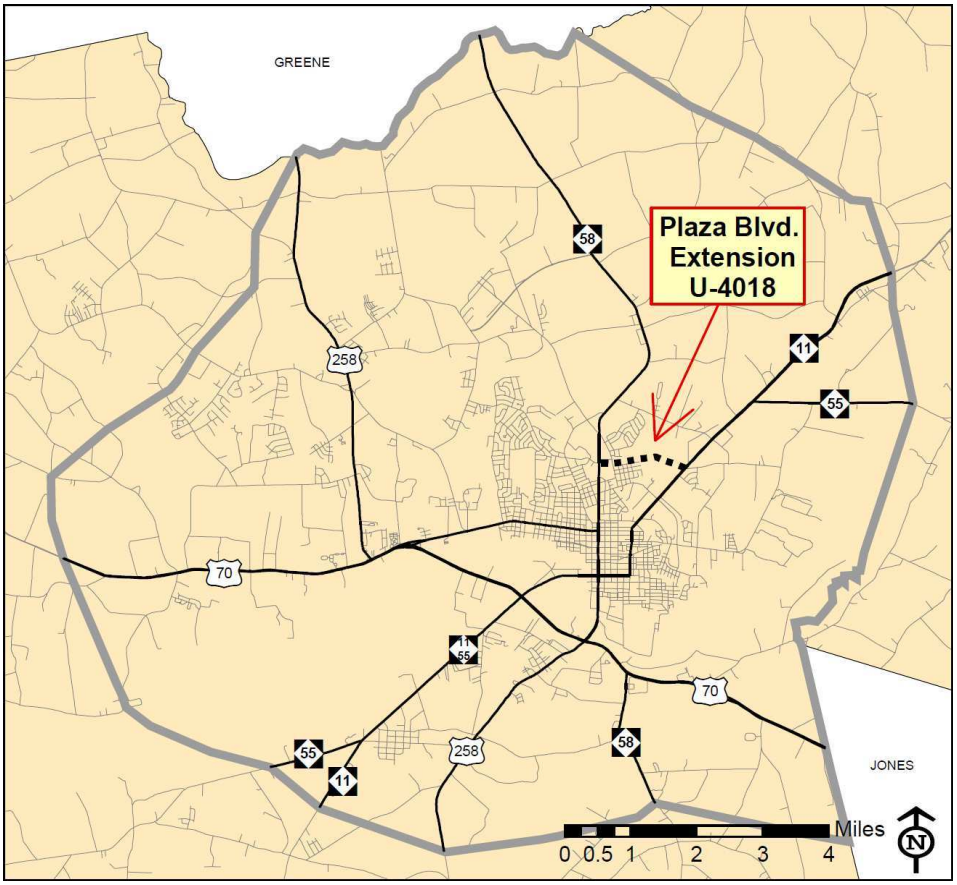
Plaza Boulevard Extension --
North Queen Street to Dunn Family Road
(SR 1811)

ID# U-4018





Plaza Boulevard Extension (U-4018) Project Location Map



Plaza Boulevard Extension (U-4018) Project Map within the Kinston CTP

Identification of problem

There is a lack of uninterrupted east-west connectivity in the northern portion of the city of Kinston. Getting to and from NC 11, NC 55 and US 258 from the northern portion of the city can require using a series of small local north-south and east-west directed streets. Projected development north of Kinston at the Global TransPark (GTP) could introduce an additional 25,000 jobs to the area (see *North Carolina Global TransPark: Documentation of Travel Demand Model*). This will greatly increase the burden on Kinston's transportation system and emphasizes the need for efficient routes through the city, such as the proposed Plaza Boulevard Extension (STIP project U-4018).

Justification of Need

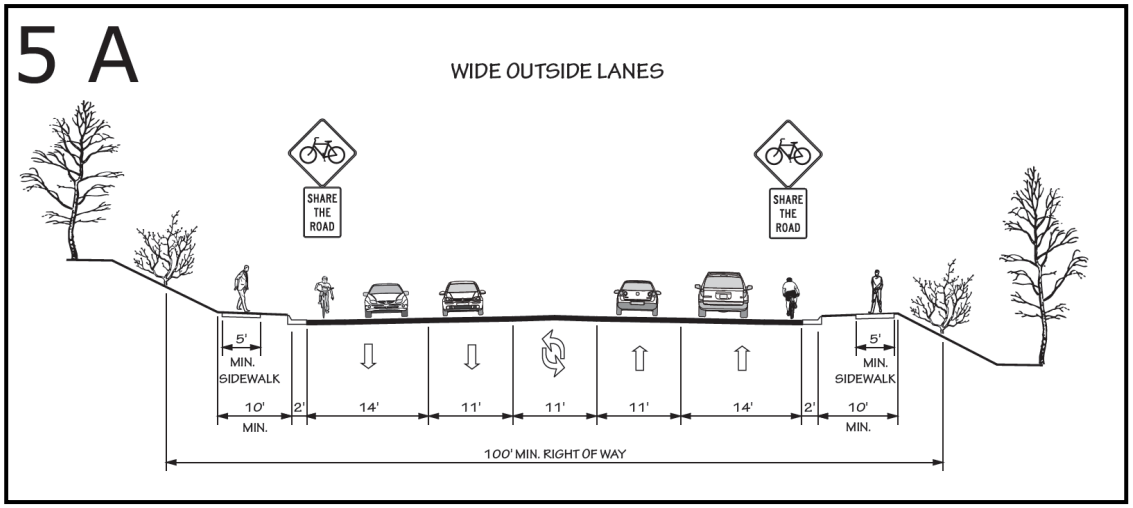
The Plaza Boulevard Extension will link Queen Street (NC 58) to NC 11/55 and provide efficient east-west connectivity between downtown and east Kinston. Increasing traffic in and around northern Kinston has placed a burden on several local streets, including Highland Avenue and Greenmead Drive. The project can help alleviate congestion on these neighborhood "cut-through" streets by providing a more direct route in and out of the city. This project also will help with mobility of freight and other commercial activity accessing development between northern Kinston and NC 11/55.

Project Description and Overview

It is recommended that a five-lane boulevard facility on new location be constructed connecting Queen Street at Plaza Boulevard (SR 1571) with NC 11/55 at Dunn Family Road (SR 1811). An initial estimation of project costs, including right-of-way and construction, is $11,600,000.

The proposed facility will improve east-west connectivity for the region as a whole and provide more efficient travel to and from northern Kinston and NC 11/55. This project has the potential to enhance the mobility of local traffic as well as that of freight and other commercial activity associated with development in the region.

Sample Cross Section



Linkages to Other Plans and Proposed Project History

This project was included in the unadopted 1992 Kinston Thoroughfare Plan, the 1981 mutually-adopted Thoroughfare Plan and the 1969 Kinston Thoroughfare Plan (project #27, previously referred to as the “Dunn Road Extension”).

The Plaza Boulevard Extension (U-4018) in conjunction with the Carey Road Extension (U-3618) will complete a much-needed direct east-west route connecting US 258 and NC 11/55.

Land Use Patterns

The 1992 unadopted Kinston Thoroughfare Plan noted that right-of-way for this project through the Jack Roundtree development east of Old Snow Hill Road (SR 1746) and north of Jackson Lane had been reserved. However, this no longer appears to be the case as current aerial photography shows housing units in the proposed project area. In addition to residential development, the project area includes wooded and farmland areas.

Natural & Human Environmental Context

This project will most likely impact several homes depending upon the final roadway alignment.

Multimodal Considerations

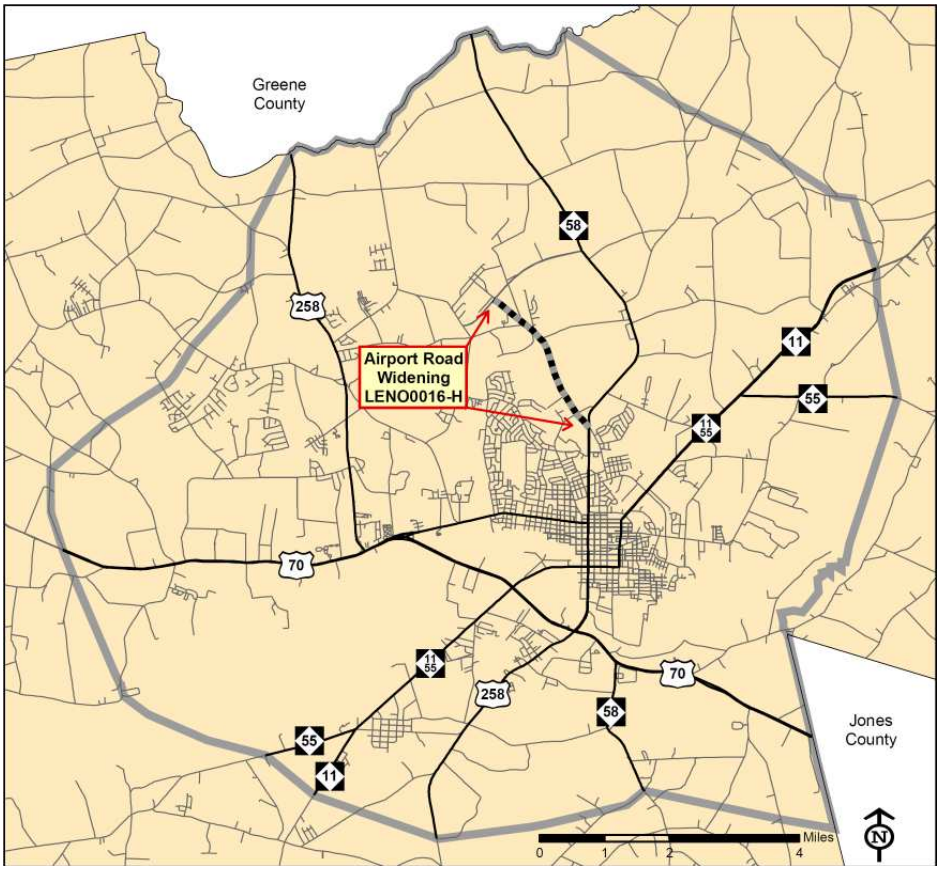
No impacts to existing multimodal facilities are expected and the project does not include any multimodal aspects.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Airport Road (SR 1578) Widening -- NC 148 (C.F. Harvey Parkway) to N. Herritage Street (SR 1570)

ID# LENO0016-H



Airport Road (SR 1578) Widening Project Map within the Kinston CTP

Project Recommendation

Airport Road (SR 1578) is a major corridor serving the Global TransPark, Kinston High School and several local medical facilities. It also serves as an important connector between downtown, NC 58 and the Global TransPark.

According to the Kinston CTP Travel Demand Model, in its current configuration, Airport Road (SR 1578) is projected to be over capacity by the design year of 2030, with an average of 22,400 vehicles per day using the facility. This will be in large part due to the increased demands put on the facility by development at the Global TransPark (see *North Carolina Global TransPark Documentation of Travel Demand Model*). Presently, Airport Road (SR 1578) is functioning near capacity from Dobbs Farm Road (SR 1573) to N. Herritage Street (SR 1570).

It is recommended that Airport Road be improved to a four-lane median-divided facility from NC 148 (C.F. Harvey Parkway) to N. Herritage Street (SR 1570). This will help increase the facility's capacity.

The project will require widening approximately 1.9 miles of existing two-lane roadway to a four-lane median-divided facility starting from NC 148 (C.F. Harvey Parkway) south. The remaining roadway to N. Herritage Street (approximately one third of a mile) is a five-lane facility with a center two-way left-turn lane, and will need to be converted to a four-lane median-divided facility. An initial estimate of the costs associated with this project is $8,592,000.

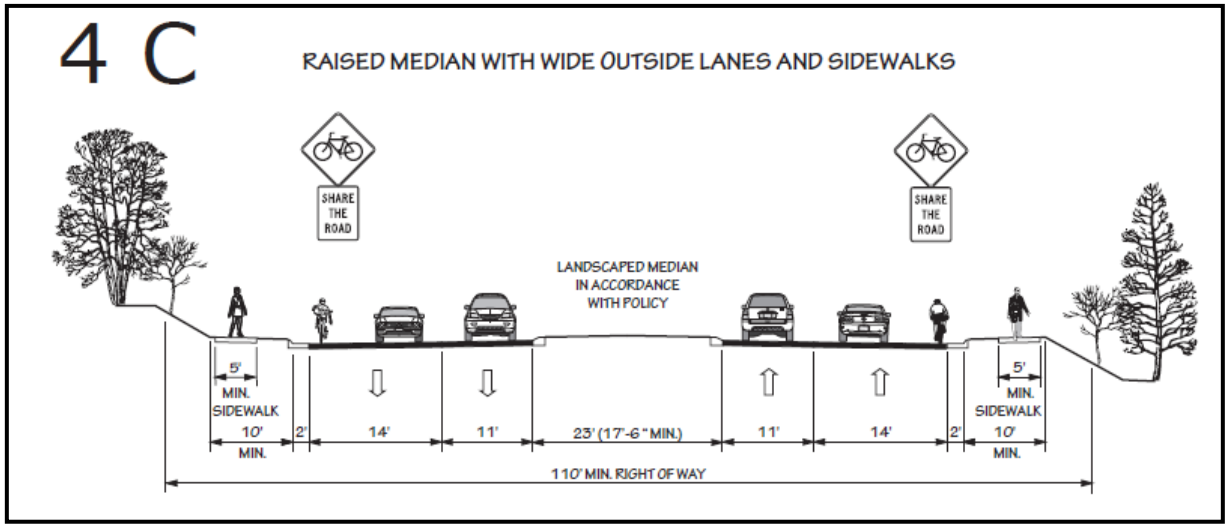
Linkages to Other Plans and Proposed Project History

Both the mutually adopted 1981 Kinston Urban Area Thoroughfare Plan and the unadopted 1992 Kinston Urban Area Thoroughfare plan recommended improvements to Airport Road (SR 1578). The 1981 plan recommended making the entire length a consistent four lanes, undivided, and the 1992 plan called for a five-lane cross section with a center two-way left-turn lane.

Multimodal Considerations

This route crosses Bike Route #44 (Oak Tree Spoke) on Herritage Road (SR 1743).

Example Cross Section

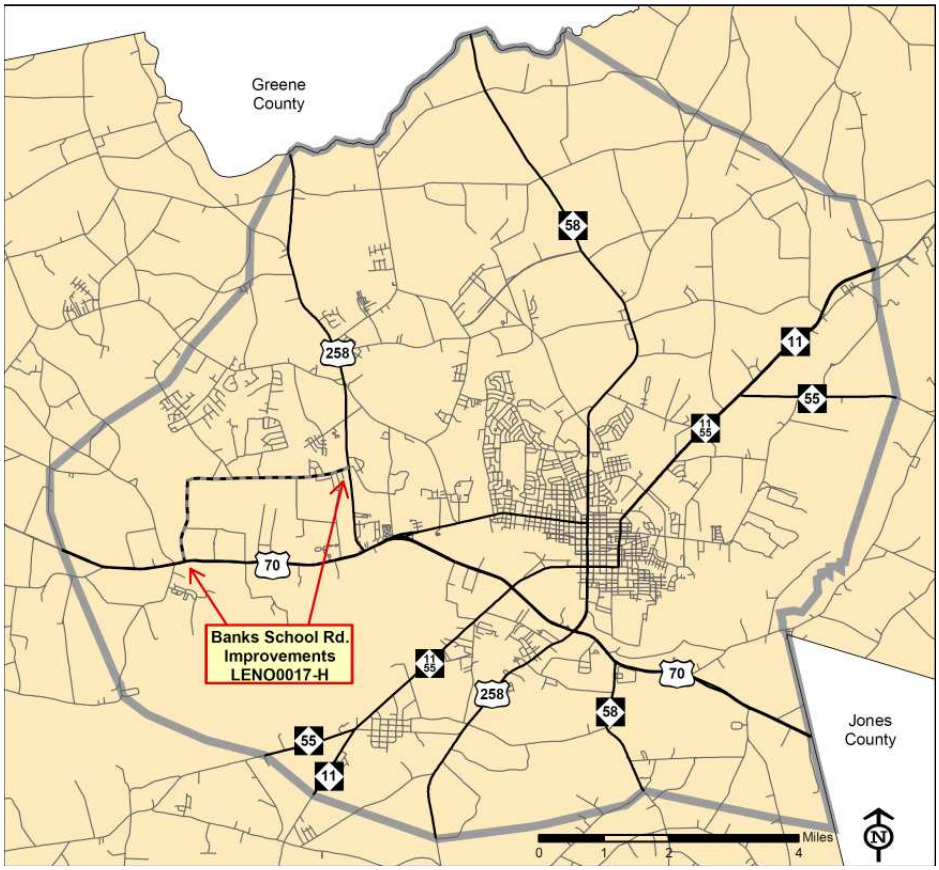


Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Banks School Road Improvements -- US 70 at Banks School Road (SR 1546) to US 258 at Banks School Road

ID# LENO0017-H



Banks School Road Improvements (LENO0017-H)
Project Map within the Kinston CTP

Project Recommendation

Traffic projections indicate that Banks School Road (SR 1546) could process approximately 22,000 vehicles per day by 2030. Much of this increase in traffic is due to the projected development of the Global TransPark and the strain that it will put on Kinston's current transportation network.

In addition to the recurring trips generated by Banks Elementary School and the Bethel Christian Academy, Banks School Road (SR 1546) is frequently used as an alternate route for those traveling east on US 70 who want to go north on US 258 but would like to avoid delays and queuing at the intersection of US 70 and US 258 (see map above). Many motorists also use a combination of Hill Farm Road (SR 1548) and Banks School Road (SR 1546) to get between US 70 and US 258 in either direction. As a result of the "cut-through" traffic, portions of Banks School Road are currently operating over capacity.

To address current and projected capacity deficiencies, it is recommended that turn lanes be added at all major intersections on Banks School Road (SR 1546). This will help resolve delays often caused by left-turn storage blocking through-ways and may help enhance safety on the facility by reducing conflict points.

Note that there is a proposed grade separation where Banks School Road intersects with NC 148 (C.F. Harvey Parkway) (See Table 1, Sheet 2)

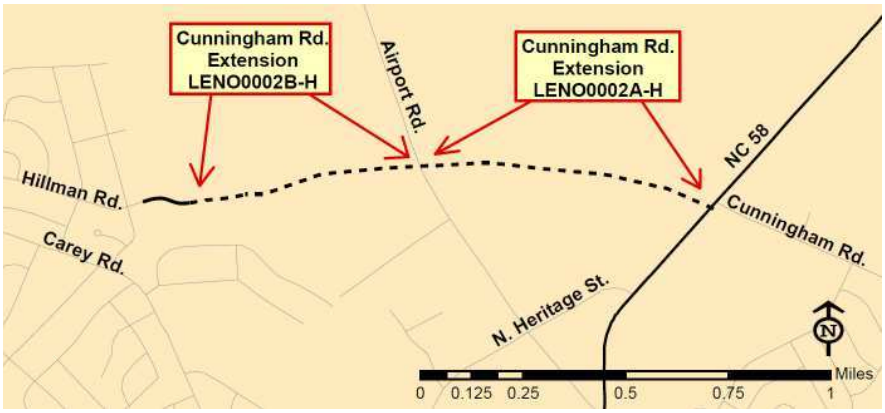
Banks School Road coincides with bike route #45, Tractor Spoke Route (See appendix J for Lenoir County Bicycle Route Map).

Public/ Stakeholder Involvement

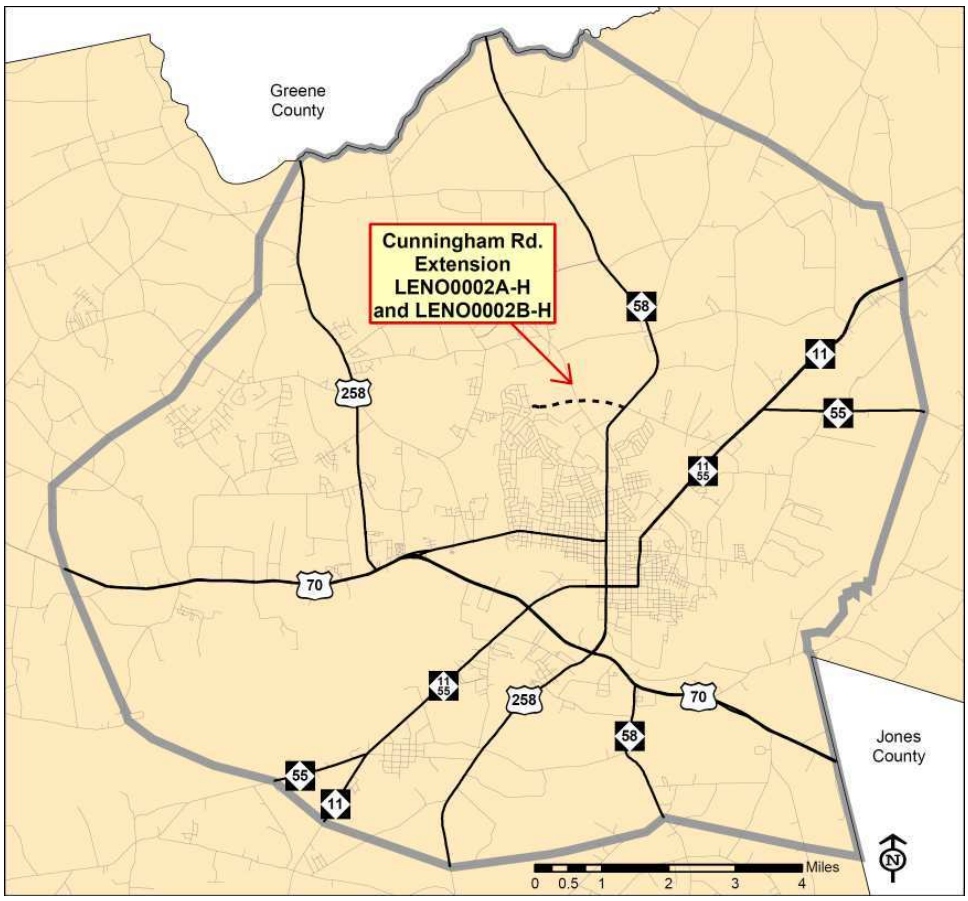
See appendix K for information on public involvement for the Kinston CTP.

Cunningham Road Extension --
New location from eastern terminus of Hillman Road to Cunningham Road (SR 1745) at NC 58

ID# LENO002A-H and LENO002B-H



Cunningham Road (SR 1745) Extension Project Location Map

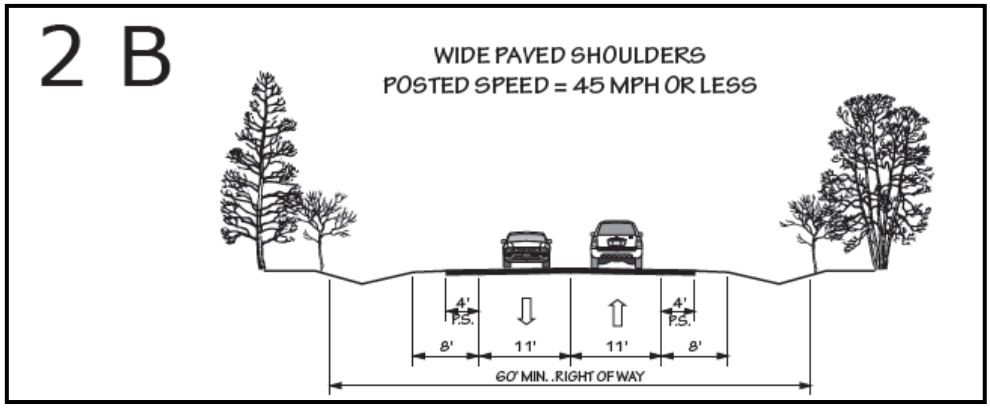


Cunningham Road (SR 1745) Extension Project Map within the Kinston CTP

Project Recommendation
Projected development and increased transportation needs related to the Global TransPark will put a strain on the existing transportation network in Kinston. There will be a need for additional east-west connectivity to facilitate travel. Extending Cunningham Road (SR 1745) from NC 58 to Hillman Road will provide an east-west alternative to Carey Road (SR 1571), which is projected to be over capacity by 2030.

The Cunningham Road Extension will be a two-lane facility with no access control. The first section, local ID LENO0002A-H, will connect NC 58 to Airport Road (SR 1578). The second section, local ID LENO0002B-H, will connect Airport Road to Hillman Road (see map above).

Example Cross Section



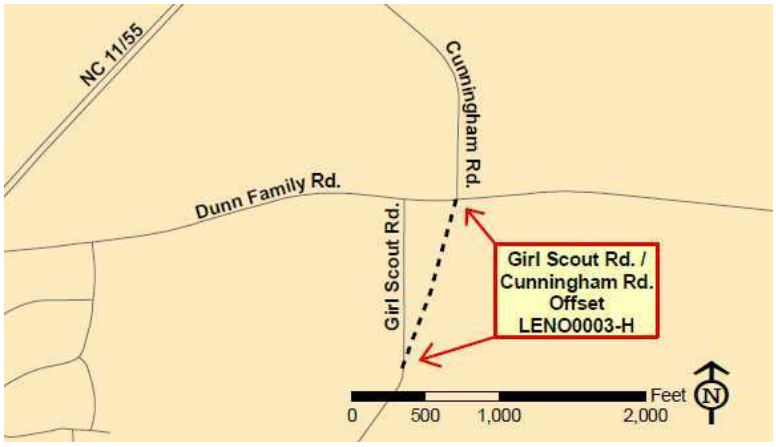
Linkages to Other Plans and Proposed Project History
Although this specific project alignment has not been proposed previously, the 1969 Kinston Thoroughfare Plan recommends connecting Cunningham Road to Carey Road, serving much the same purpose as the currently proposed Cunningham Road Extension. The mutually adopted 1981 Thoroughfare Plan and the unadopted 1992 Thoroughfare Plan both recommend connecting Cunningham Road to what was then proposed as Crescent Road. The Crescent Road proposal later became NC 148 (C.F. Harvey Parkway) with a slightly altered alignment. Each of the three above-mentioned plans primarily were attempting to improve east-west connectivity in Kinston.

Land Use Patterns
This project most likely will impact state-owned farmland immediately west of NC 58. Coordination with the appropriate state agencies early in the development process is recommended.

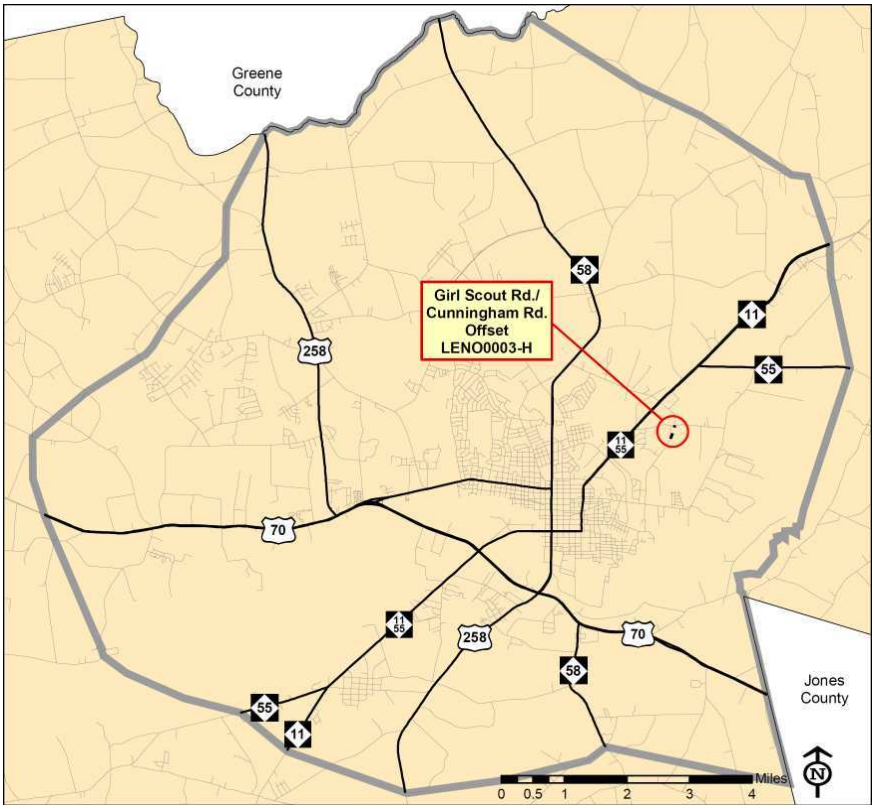
Multimodal Considerations
This project crosses Bike Route #44 (Oak Tree Spoke) at NC 58 and Cunningham Road (SR 1745). NC 58 and Cunningham Road will become a four-way intersection, causing bicycle traffic to cross through traffic on Cunningham Road.

Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP

Girl Scout Road/Cunningham Road Offset -- Intersection of Girl Scout Road (SR 1812), Dunn Family Road (SR 1811) and Cunningham Road (SR 1745) **ID# LENO0003-H**



Girl Scout Road (SR 1812)/Cunningham Road (SR 1745) Offset (LENO0003-H) Project Location Map



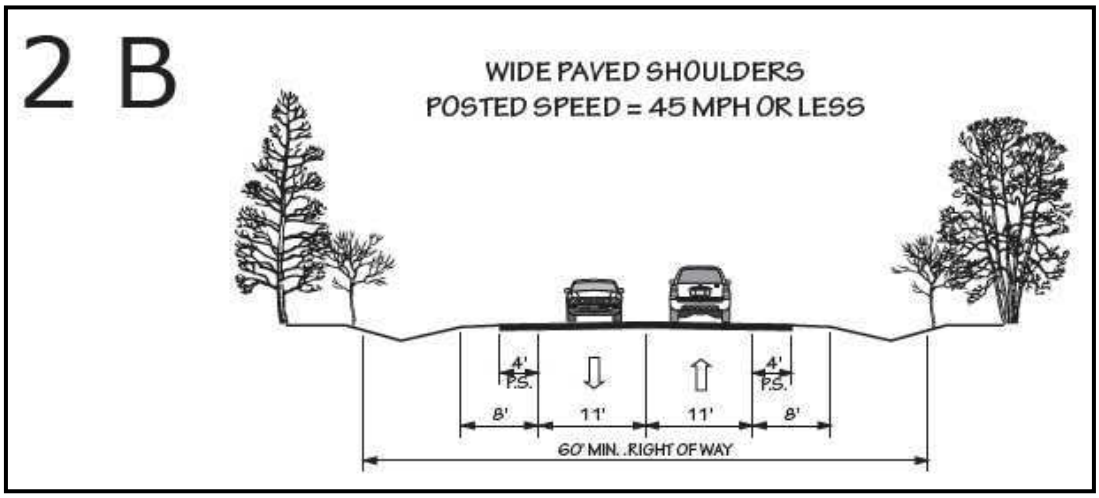
Girl Scout Road (SR 1812)/Cunningham Road (SR 1745) Offset (LENO0003-H) Project Map within the Kinston CTP

Project Recommendation

Realigning Girl Scout Road (SR 1812) and Cunningham Road (SR 1745) will create a continuous route forming part of a local loop of the eastern side of Kinston. This project serves mainly local travel desires and will help provide better service to other major facilities, including NC 11/55 and NC 58.

Construction of this project will require a two-lane facility on new location. The area is mostly farmland and most likely will not impact any homes.

Example Cross Section



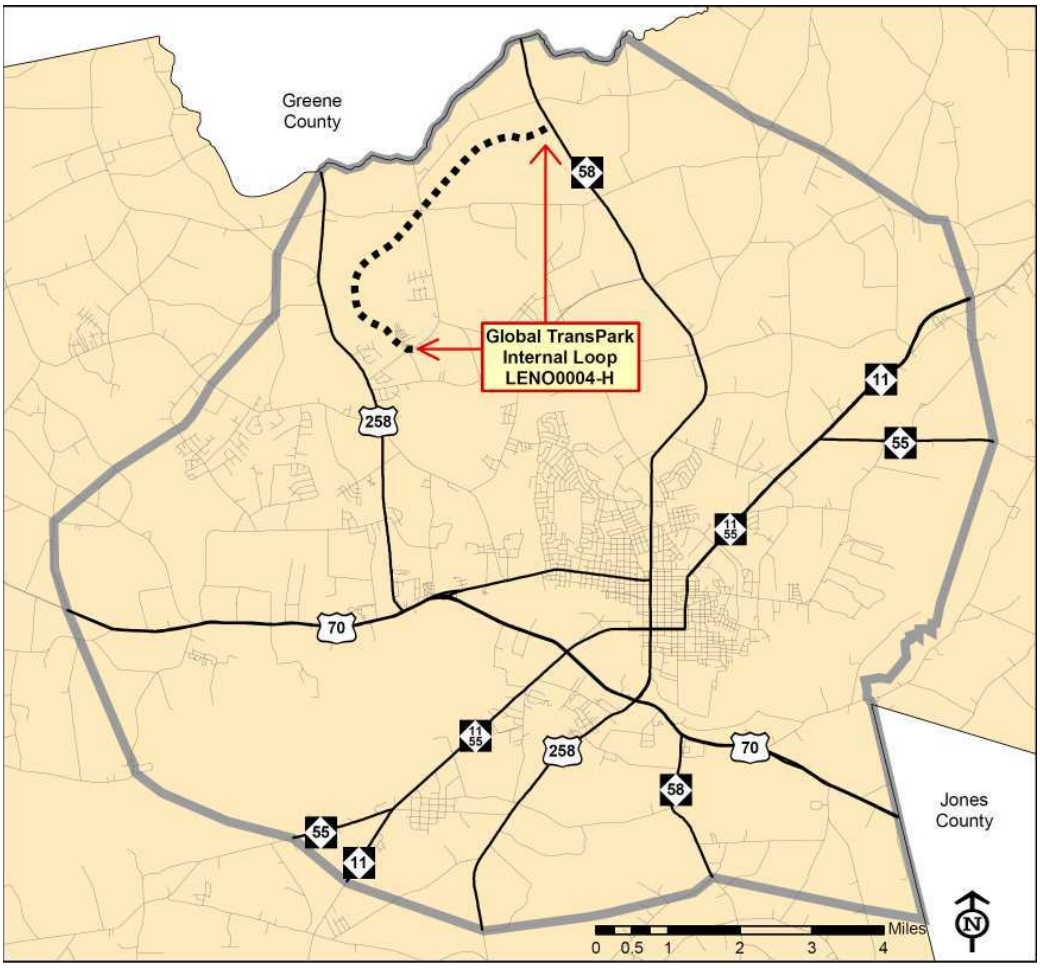
Linkages to Other Plans and Proposed Project History

This project has been included on the 1969 and mutually adopted 1981 Kinston Thoroughfare Plans as well as the unadopted 1992 Kinston Urban Area Thoroughfare Plan.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Global TransPark Internal Loop -- NC 58 to NC 148 (C.F. Harvey Parkway) ID# LENO0004-H



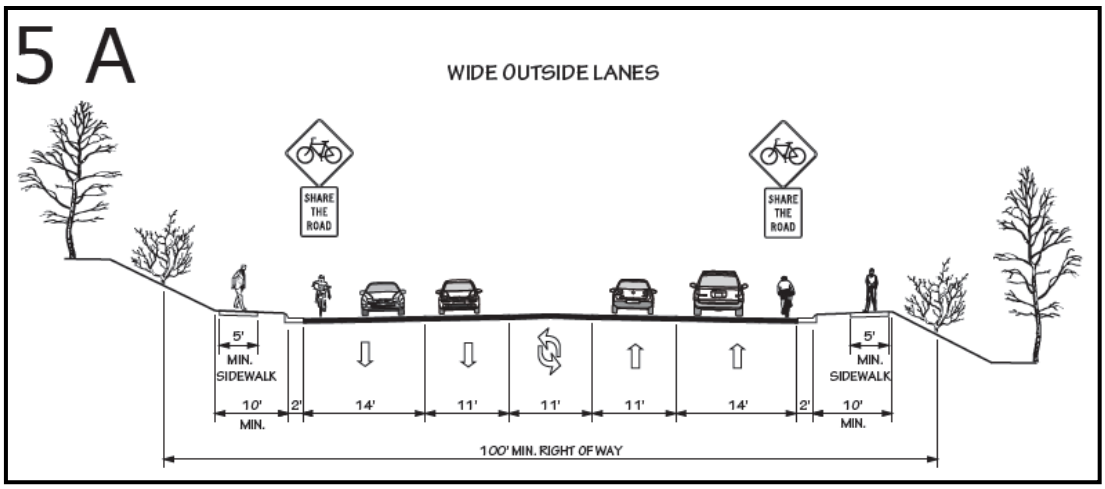
Global TransPark Internal Loop (LENO0004-H)
Project Map within the Kinston CTP

Project Recommendation

As the Global TransPark continues to develop, increased access will be required to facilitate the transportation of goods, services and commuting employees in and out of the area. The Global TransPark Internal Loop (Local ID number LENO0004-H), in conjunction with the proposed Spine Road (STIP number U-3341) will provide this much-needed accessibility with connections to both NC 58 and NC 148 (C.F. Harvey Parkway).

The project will include a five-lane facility on new location. While most of the proposed site is farmland, some residences may be affected in the areas of Poole Road (SR 1575) and Institute Road (SR 1541) as well as the neighborhood in the area of Poole Road (SR 1575) and Green Acres.

Example Cross Section



Linkages to Other Plans and Proposed Project History

This project does not appear on any previous Thoroughfare Plans, however it is included in the Global TransPark Master Plan.

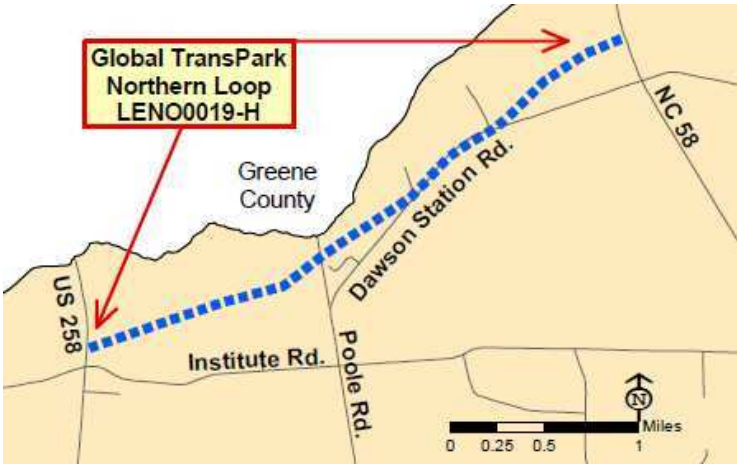
Multimodal Considerations

This route conflicts with Bike Route #40 (County Loop) and #42 (Garden Spot Spoke) at the intersection of Institute Road (SR 1541) and Poole Road (SR 1575). Both of these Bike Routes will need to be rerouted once the Global TransPark Internal Loop is constructed.

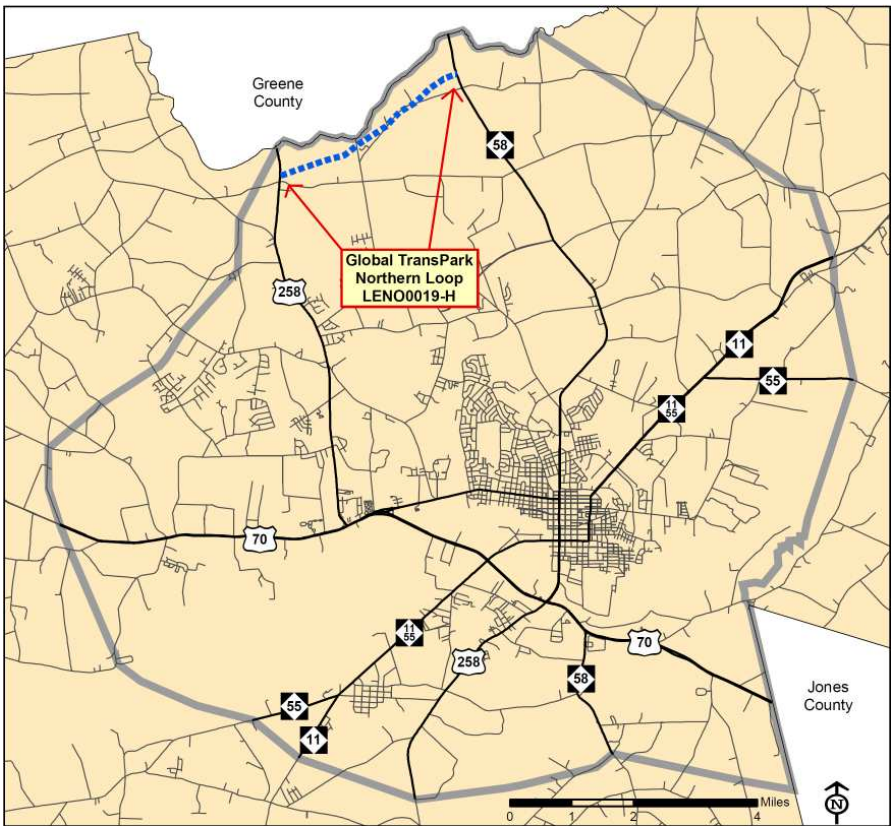
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Global TransPark Northern Loop -- US 258 north of Institute Road (SR 1541) to NC 58 north of Dawson Station Road (SR 1575) **ID# LENO0019-H**



Global TransPark Northern Loop (LENO0019-H) -- Project Location Map



Global TransPark Northern Loop (LENO0019-H) Project Map within the Kinston CTP

Project Recommendation
As the Global TransPark continues to develop, an external loop facility providing comprehensive access to the complex will be critical. Existing corridors, such as US 258 from NC 148 (C.F. Harvey Parkway) to the Greene County line, NC 58 from the Greene County line to NC 148 (C.F. Harvey Parkway) and NC 148 (C.F. Harvey Parkway) from NC 58 to US 258 form the western, eastern and southern legs of a possible GTP loop facility, respectively.

It is recommended that a four-lane, median-divided facility with full control of access on new location from US 258 north of Institute Rd. (SR 1541) to NC 58 at the proposed NC 58 relocation be constructed to provide the northern leg of a GTP Loop facility (see map on previous page). The completed loop will help ensure that all industrial/commercial facilities in the GTP are accessible efficiently. Also, it can help alleviate potential congestion for local traffic by diverting freight and other commercial transportation trips off of nearby roads such as Dawson Station Road (SR 1575).

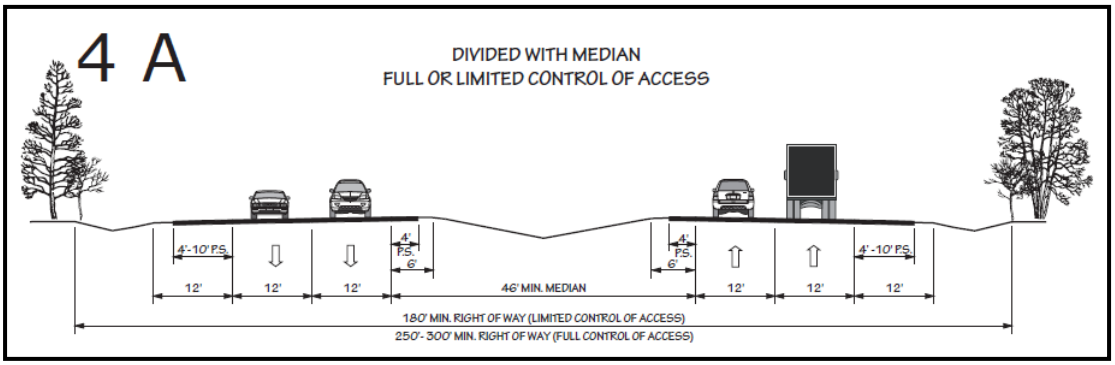
The Global TransPark Northern Loop will be an approximately 3.5 mile facility with grade-separated interchanges where it intersects with US 258 and existing NC 58. The initial cost estimate for this project is $39,999,000, and does not include costs associated with grade-separated interchanges.

Linkages to Other Plans and Proposed Project History
This project does not appear on previous thoroughfare plans, however it is included in the Global TransPark Master Plan.

Land Use Patterns
The proposed location is mostly farmland or wooded. There may be a few homes affected north of Institute Rd. (SR 1541) between US 258 and Dawson Station Rd. (SR 1575).

Multimodal Considerations
This project conflicts with what would be a logical re-route of bike path #40 (County Loop) onto NC 58 and Dawson Station Rd. (SR 1575). A re-route is necessary because the bike facility's current route is not continuous due to expansion of the GTP runway.

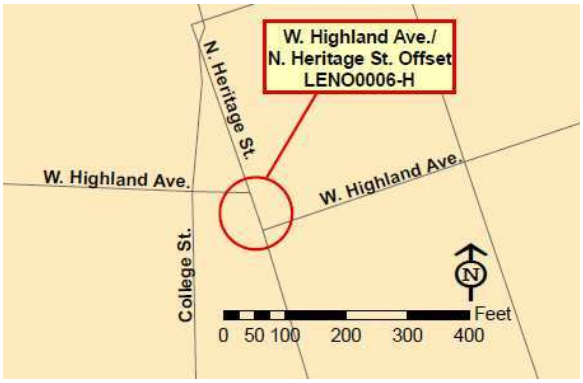
Example Cross Section



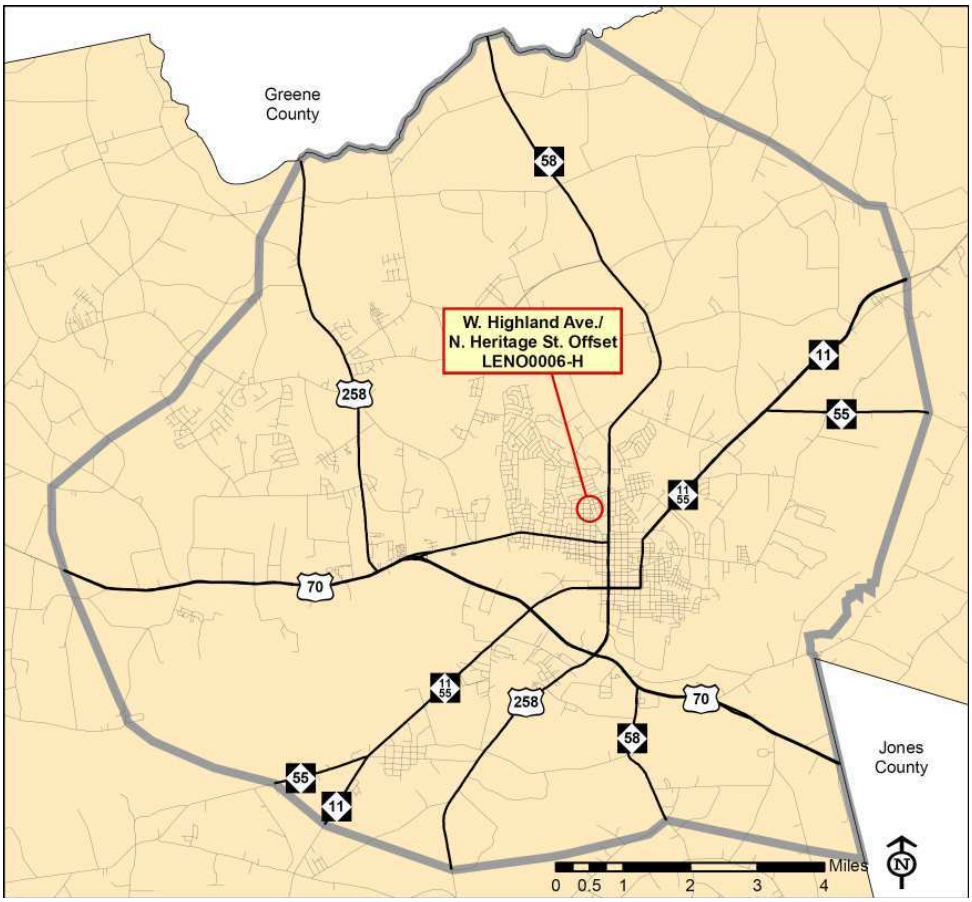
Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

W. Highland Ave./N. Herritage St. Offset – Intersection of W. Highland Avenue and N. Herritage Street

ID# LENO0006-H



W. Highland Ave./N. Herritage St. Offset (LENO0006-H) -- Project Location Map



W. Highland Ave./N. Herritage St. Offset (LENO0006-H) Project Map within the Kinston CTP

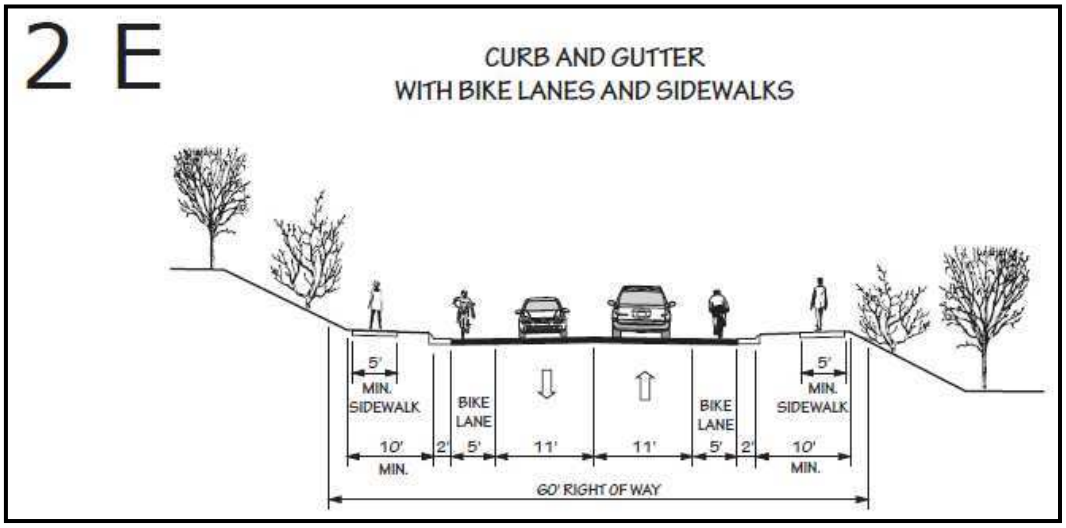
Project Recommendation
Herritage Street is a major north-south corridor through the Kinston central business district. The misaligned intersection with W. Highland Avenue (see project location map on previous page) causes awkward turning movements and contributes to unnecessary congestion on both Highland Avenue and Herritage Street. Westbound travel on W. Highland Avenue necessitates a right turn at N. Herritage Street and an immediate left to get back on W. Highland Avenue. Similarly, eastbound travel on W. Highland Avenue necessitates a right onto N. Herritage Street and an immediate left to get back onto W. Highland Avenue.

It is recommended that the portion of W. Highland Avenue that is west of N. Herritage Street be realigned to intersect properly with the opposite leg of the intersection. This can help create a safer, more efficient intersection with less conflict points.

Land Use Patterns
Depending upon the final alignment, a few homes may be affected by this project (See aerial photograph on previous page).

Linkages to Other Plans and Proposed Project History
This project has been proposed in both the mutually adopted 1981 Kinston Thoroughfare Plan and the unadopted 1992 Kinston Urban Area Thoroughfare Plan.

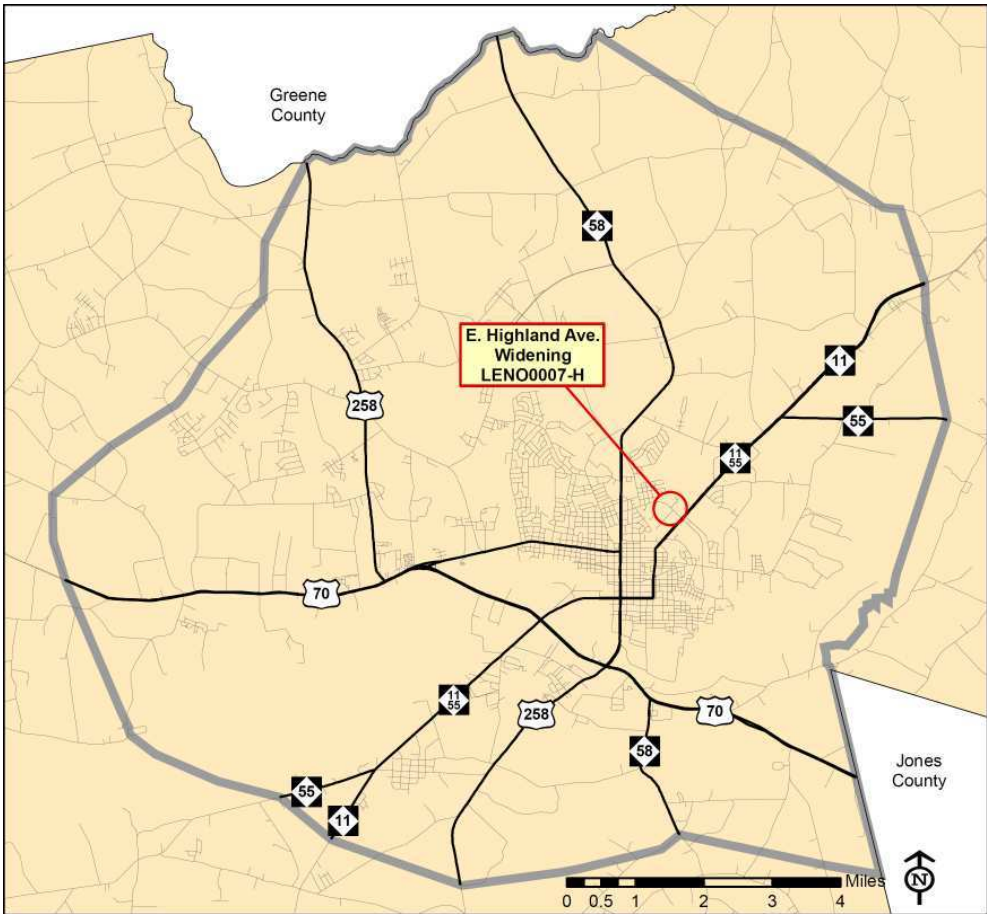
Example Cross Section



Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

E. Highland Avenue Widening – NC 11/55 to Summit Avenue

ID# LENO0007-H



E. Highland Ave. Widening (LENO0007-H) -- Project Map within the Kinston CTP

Project Recommendation

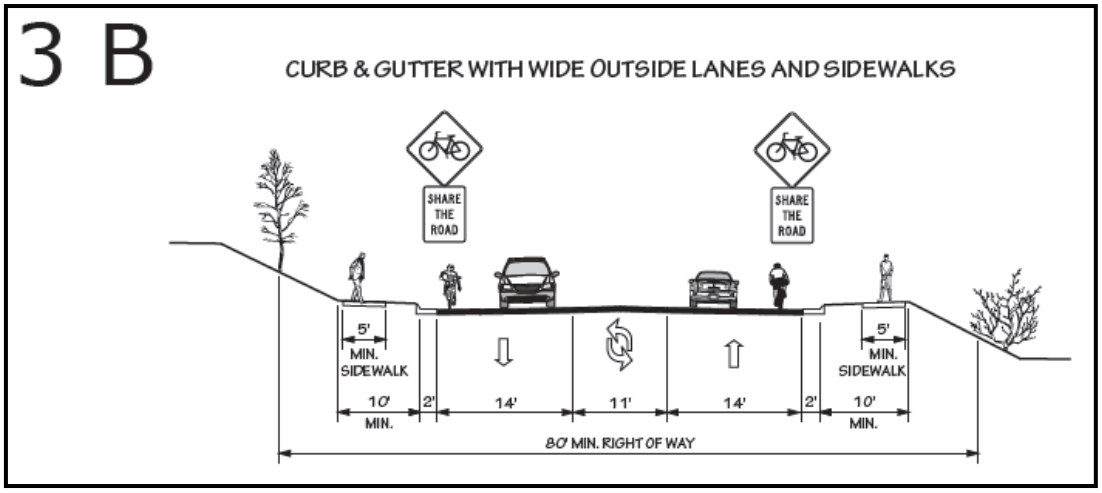
Capacity constraints on Highland Avenue (SR 1747) are projected to become increasingly problematic as development in Kinston continues, particularly at the Global TransPark. Highland Avenue is currently under strain as it is a major route to and from NC 11/55 for those traveling in and out of central Kinston.

It is recommended that approximately 1.7 miles of E. Highland Avenue between NC 11/55 and Summit Avenue be widened from two to three lanes with a center two-way left turn lane. This will increase capacity and can enhance safety, allowing left-turn storage in both directions to occur out of the through roadway. An initial estimate for the cost of this project is approximately $3,497,000.

Linkages to Other Plans and Proposed Project History

The 1981 Kinston Thoroughfare plan suggested widening Highland Avenue to four lanes, undivided, if the Plaza Boulevard Extension (U-4018) is not constructed.

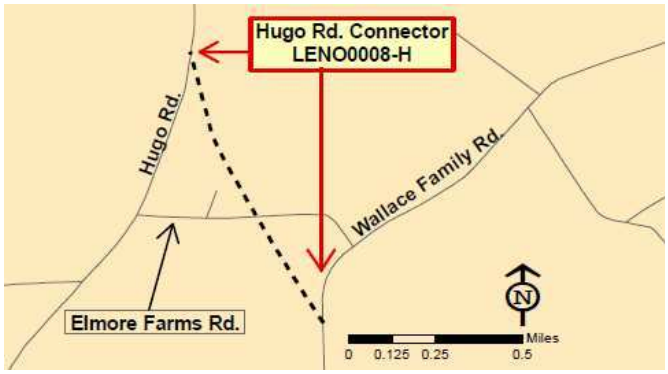
Example Cross Section

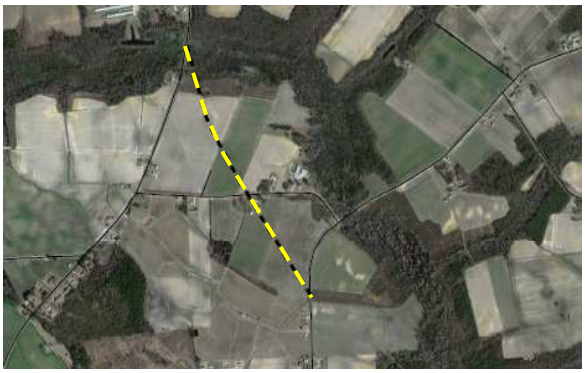


Public/ Stakeholder Involvement

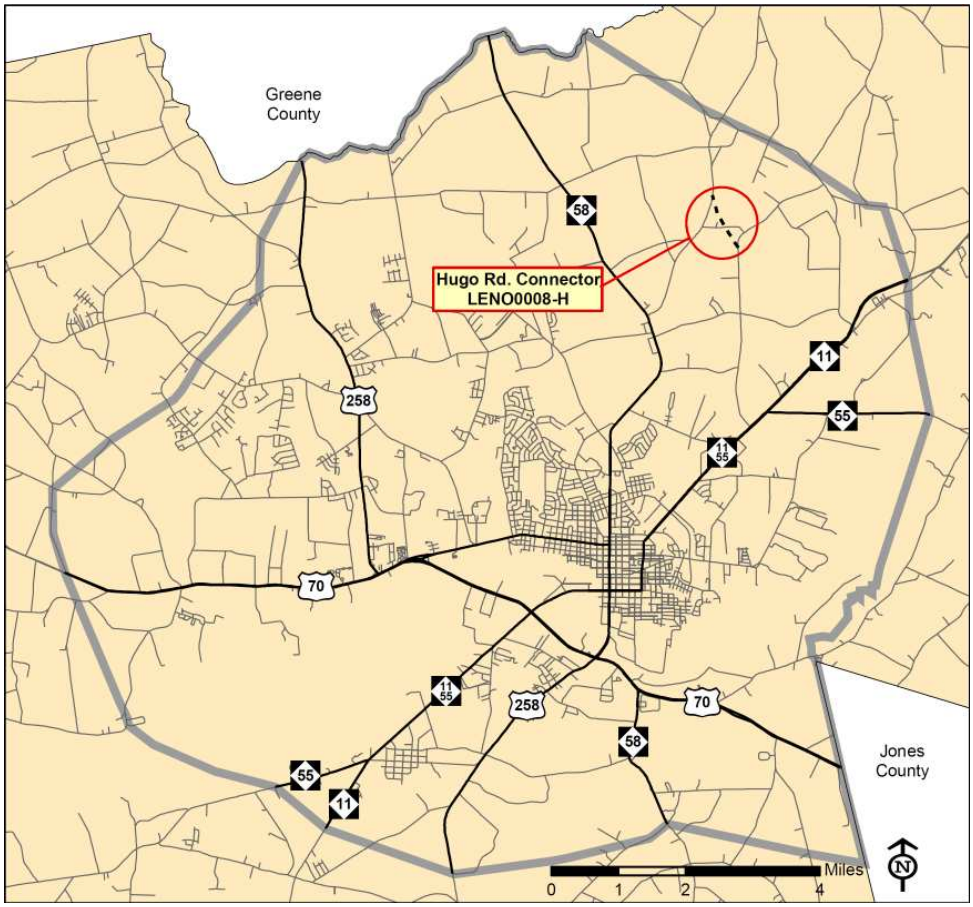
See appendix K for information on public involvement for the Kinston CTP.

Hugo Road Connector – ID# LENO0008-H
Hugo Road (SR 1004) to Wallace Family Rd.
(SR 1732), crossing Elmore Farms Rd. (SR 1731)





Hugo Road connector Project Location Map



Hugo Road connector Project Map within the Kinston CTP

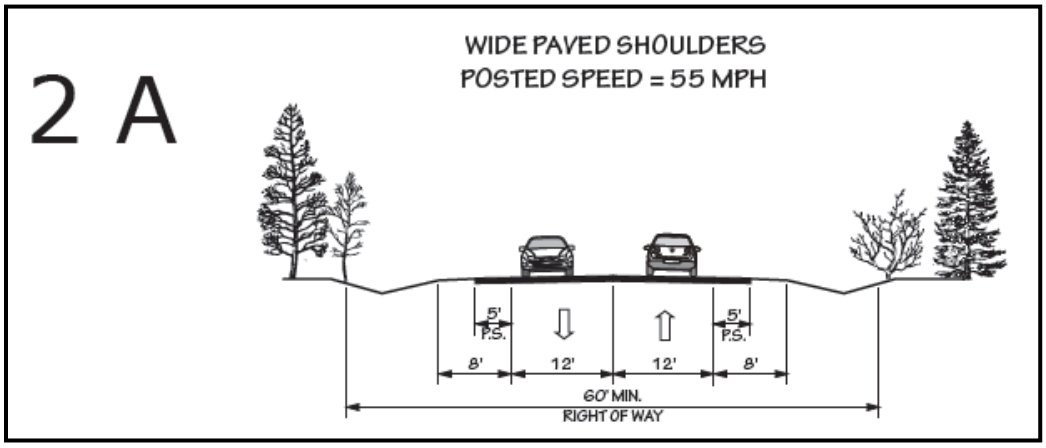
Project Recommendation
Depending upon the final alignment of the NC 58 Relocation project (see LENO0001A-H, LENO0001B-H and LENO0001C-H), efficient access to northern Kinston will require strategic changes to the existing transportation facility. Connecting Hugo Road (SR 1004) to Wallace Family Road (SR 1732) will greatly improve access to and from the northern portions of the planning area, particularly for local residential trips and trips related to agricultural businesses northeast of Kinston.

The recommendation for connecting Hugo Road (SR 1004) and Wallace Family Road (SR 1732) includes approximately one mile of two-lane facility on new location. An initial estimate of costs for this project is approximately $2,543,000. Note that this does not include any potential associated costs regarding a proposed grade separation where the Hugo Road Connector meets NC 148 (C.F. Harvey Parkway) Extension (see LENO0018B-H).

Linkages to Other Plans and Proposed Project History
Although the Hugo Road Connector is not mentioned specifically in previous plans, it should be noted that the 1999 Lenoir County Thoroughfare Plan Technical Report recognizes the regional importance of Hugo Road and the increased traffic it will experience. The report recommends widening the entire length of the road to a minimum of two 12-foot lanes.

Land Use Patterns
Most of the proposed project area is wooded or farmland, however one home on Elmore Farms Road (SR 1731) could be affected by construction of the new road (see maps on previous page).

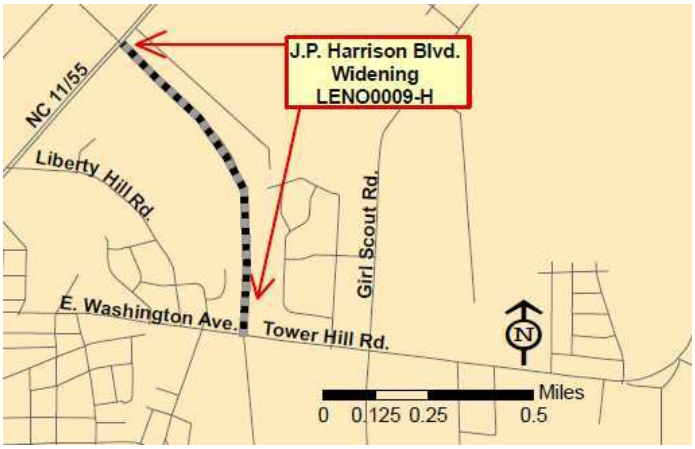
Example Cross Section



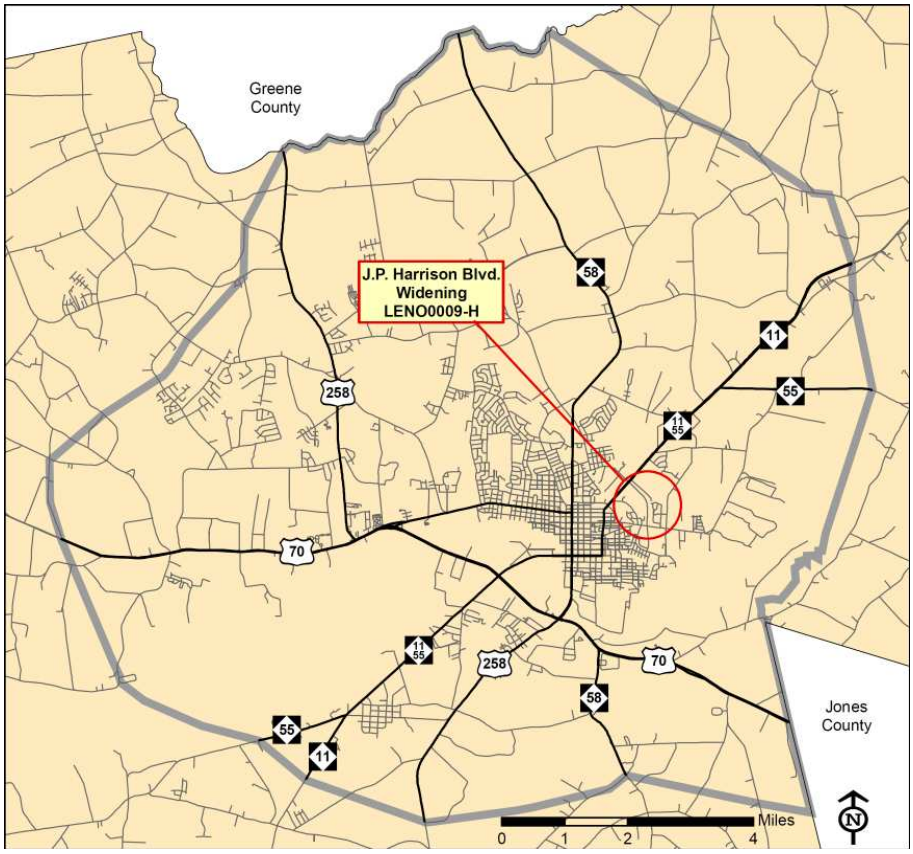
Multimodal Considerations
This route will intersect with Bike Route #44 (Oak Tree Spoke) at Wallace Family Road (SR 1732).

Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

J.P. Harrison Blvd. (SR 1845) Widening – NC 11/55 to E. Washington Avenue ID# LENO0009-H



J.P. Harrison Blvd./SR 1845 Widening (LENO0009-H) -- Project Location Map



J.P. Harrison Blvd./SR 1845 Widening (LENO0009-H) Project Map within the Kinston CTP

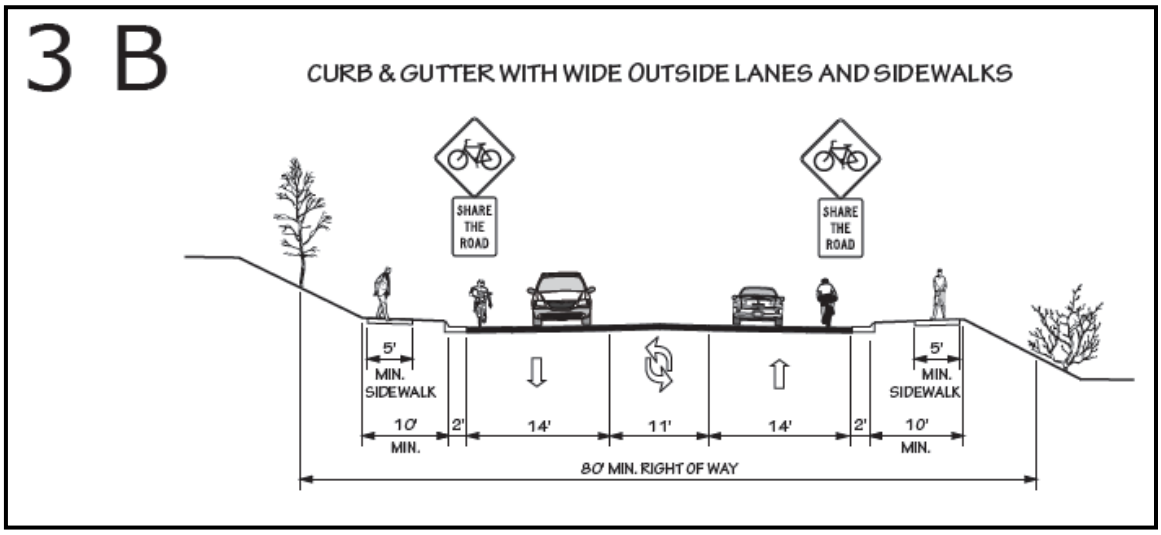
Project Recommendation

J.P. Harrison Blvd. (SR 1845) is commonly used for traveling between southeast Kinston and NC 11/55. Development along the facility, both commercial and residential, is contributing to congested conditions due to increased uncontrolled left turns at driveways and intersecting streets.

To accommodate both through-trips and trips that access the commercial and residential development along J.P. Harrison Blvd., it is recommended that the road be widened from two to three lanes from Washington Avenue (SR 1810) to NC 11/55. The center lane will serve as a two-way left turning lane. This will allow for higher capacity and can enhance safety, as left-turning vehicles primarily will be separated from through traffic.

The project is approximately 0.89 miles and has an initial cost estimate of approximately $1,843,000.

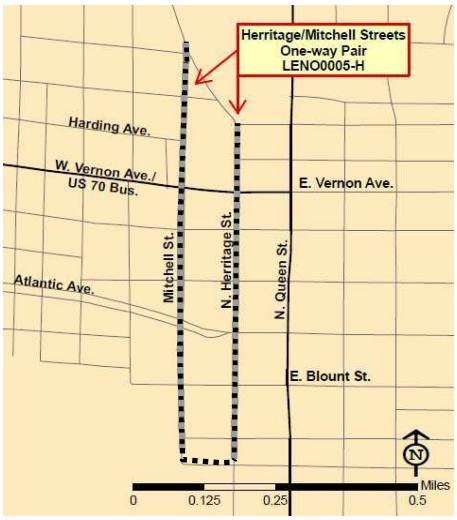
Example Cross Section



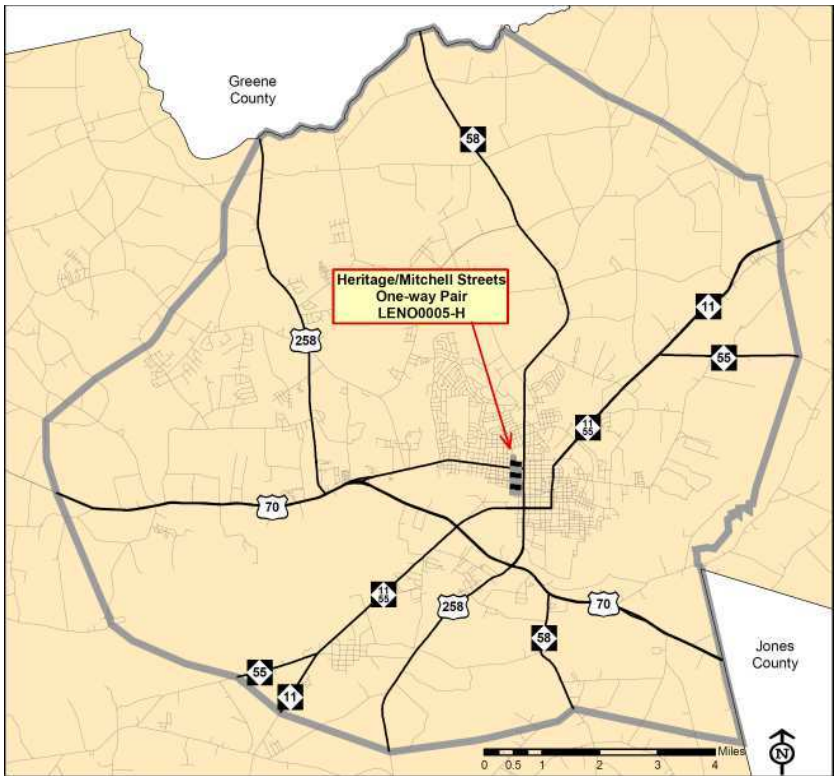
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Mitchell St./N. Herritage St. one-way pair – Mitchell from N. Herritage to W. Gordon St. and N. Herritage from W. Capitola Ave. to W. Gordon St. **ID# LENO0005-H**



Mitchell St./N. Herritage St. one-way pair (LENO0005-H) Project Location Map



Mitchell St./N. Herritage St. one-way pair (LENO0005-H) Project Map within the Kinston CTP

Project Recommendation
Herritage Street is a north-south corridor parallel and to the west of N. Queen Street. It is frequently used as an alternative to the often congested N. Queen Street through downtown. As a result, portions of Herritage Street have reached practical capacity.

It is recommended that the portion of Herritage Street that parallels Mitchell Street will process only northbound traffic, while the rest of Herritage Street, from N. Queen Street to W. Capitola Avenue will continue to process two-way traffic.

To accommodate the traffic that will no longer be able to travel southbound on the above-mentioned portion of Herritage Street, Mitchell Street will be changed to process only southbound traffic. Mitchell Street will bring traffic back to Herritage Street where it terminates at West Gordon Street.

The project will require restriping of both Herritage and Mitchell streets and adjustments to the existing traffic signal timing and configuration.

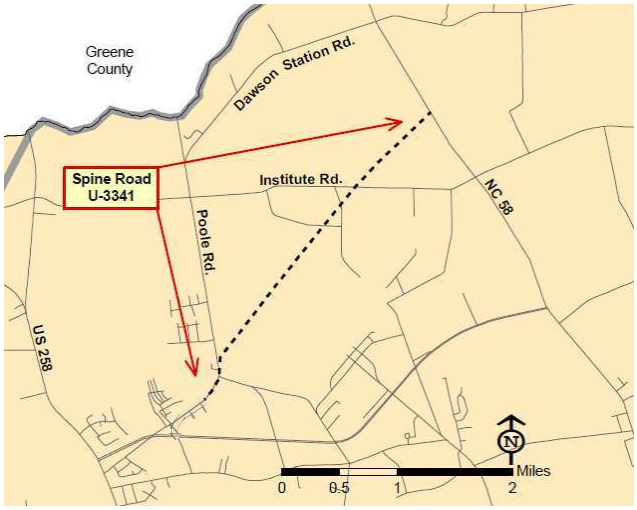
Linkages to Other Plans and Proposed Project History
Both the mutually adopted 1981 Kinston Thoroughfare Plan and the unadopted 1992 Kinston Thoroughfare Plan recommend changing Mitchell Street and a portion of Herritage Street to one-way facilities. However, both plans include recommendations to extend Mitchell Street at its southern terminus to the southeast to meet with Herritage Street at King Street/NC 11. Extending Mitchell Street in this fashion would most likely affect several businesses and park areas.

Multimodal Considerations
Part of Mitchell Street currently is part of Bike Route #41(Loftin's Spoke). The parallel portion of Herritage Street should to be designated as Bike Route #41 to accommodate northbound traffic that would be shifted onto the road.

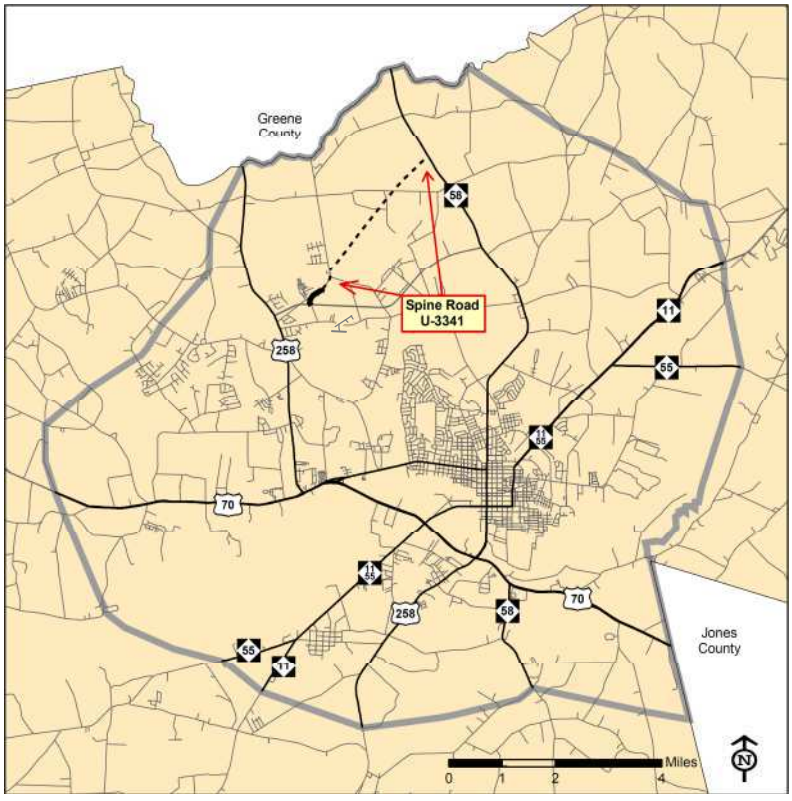
Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

Spine Road – **ID# U-3341**

New location from NC 148 (C.F. Harvey Parkway) to NC 58 north of Institute Road (SR 1541)



Spine Road (U-3341) – Project Location Map



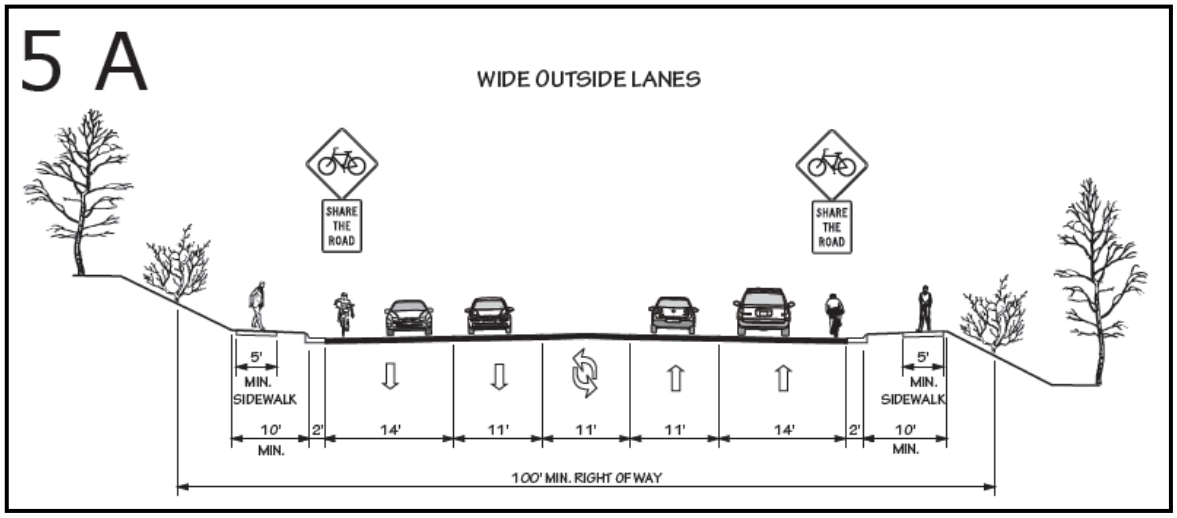
Spine Road (U-3341) – Project Map within the Kinston Planning Area Boundary

Project Recommendation
A new five-lane facility with center turn lane is proposed to serve as part of a Global TransPark internal loop. The project (STIP number U-3341) would connect NC 148 (C.F. Harvey Parkway) with existing NC 58.

Justification of Need
The Global TransPark (GTP) is expected to develop significantly, creating up to 25,000 jobs in the area by 2020 (see *North Carolina Global TransPark Documentation of Travel Demand Model*). This degree of development will require significant changes to the Kinston transportation system, including efficient access to the GTP facilities from everywhere in the region. The proposed Spine Road would provide optimum access for delivery to, and shipment from internal facilities at the GTP. The project will serve as a crucial link to both NC 148 (C.F. Harvey Parkway) and NC 58.

Linkages to Other Plans and Proposed Project History
This project appears in the Global TransPark Master Plan and is in the 2009-2015 TIP as project U-3341.

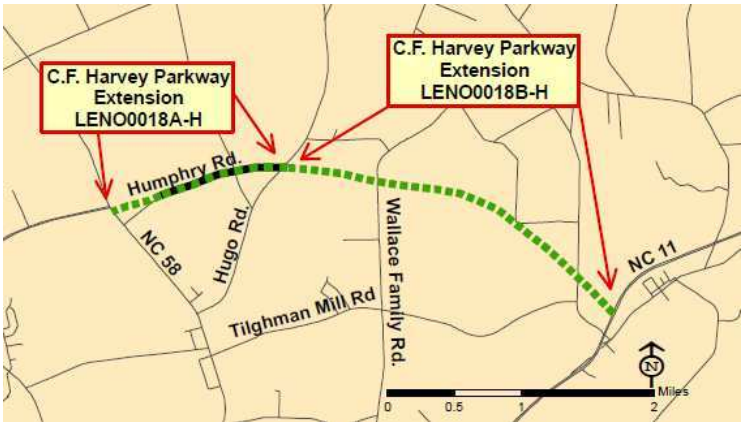
Example Cross Section – (Bicycle facilities not recommended for this project)



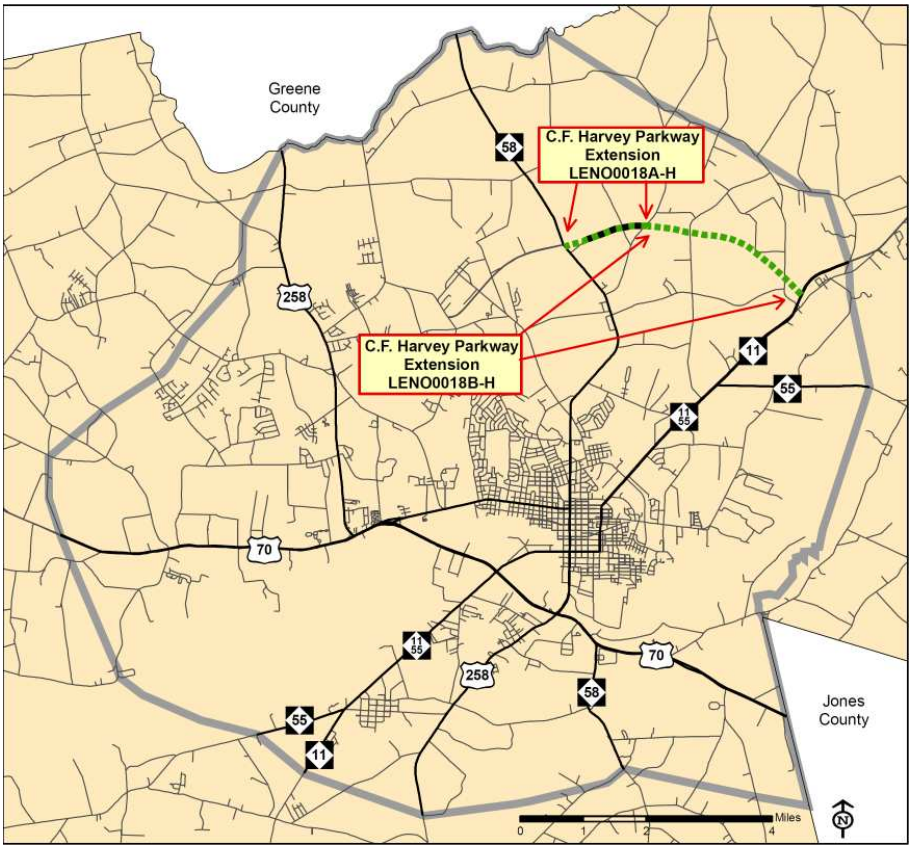
Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

NC 148 (C.F. Harvey Parkway) Extension – Intersection of NC 58 and NC 148 to NC 11

ID# LENO0018A-H and LENO0018B-H



NC 148 (C.F. Harvey Parkway) Extension (LENO0018A-H and LENO0018B-H) Project Location Map



NC 148 (C.F. Harvey Parkway) Extension (LENO0018A-H and LENO0018B-H) Project Map within the Kinston CTP

Project Recommendation

As the Global TransPark (GTP) continues to develop, it will increase regional traffic coming to and from the Kinston area (Refer to *North Carolina Global TransPark: Documentation of Travel Demand Model*). This will put a tremendous strain on the current transportation network, including Tilghman Mill Road (SR 1742). Increases in commercial and industrial needs at the GTP will require safe, efficient routes for commuters and freight. NC 148 (C.F. Harvey Parkway) is being constructed to address these needs, as it will provide access to the GTP from NC 11, NC 58 and US 70 upon full build-out.

It is recommended that approximately four miles of four-lane access-controlled freeway facility be built to connect the existing portion of NC 148 (C.F. Harvey Parkway) at NC 58 to NC 11. The project will be constructed partly on new location and partly by upgrading the existing Humphrey Road (SR 1730).

Justification of Need

NC 148 (C.F. Harvey Parkway) Extension has the potential to:

- Provide access to and from the Global TransPark for those using NC 11 and the proposed NC 58 relocation
- With the existing portions of NC 148 (C.F. Harvey Parkway), it will create a northern bypass for the city of Kinston
- Improve access to NC 11 and proposed NC 58 relocation for residential and agricultural areas northeast of Kinston
- Help facilitate the expected increase in commuter and freight activity generated by the Global TransPark (Refer to *North Carolina Global TransPark: Documentation of Travel Demand Model*)
- Alleviate the expected increase in congestion on Tilghman Mill Road (SR 1742) due to increased transportation demands caused by the Global TransPark

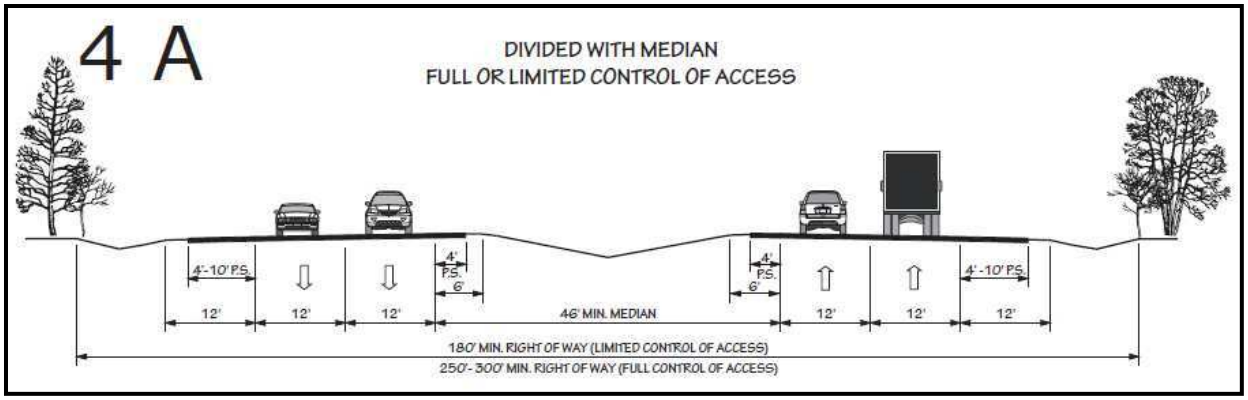
Project Description and Overview

NC 148 (C.F. Harvey Parkway) Extension (Local ID LENO0018A-H and LENO0018B-H) will be approximately four miles of four-lane access-controlled facility connecting the existing portion of NC 148 (C.F. Harvey Parkway) at NC 58 to NC 11. The project will be constructed partly on new location and partly by upgrading Humphrey Road (SR 1730). As it is upgraded, Humphrey Road will also need to be realigned with the existing eastern terminus of NC 148 (C.F. Harvey Parkway).

It should be noted that the portion of NC 148 (C.F. Harvey Parkway), STIP number R-2719, from existing US 70 to Rouse Road (SR 1572) is complete from US 258 to Rouse Road and under construction from US 70 to US 258.

NC 148 (C.F. Harvey Parkway) Extension will require grade-separated interchanges where it meets NC 58, the NC 58 Relocation (see LENO0001A-H, LENO0001B-H and LENO0001C-H) and NC 11. A grade separation (no interchange) is proposed where the project meets Wallace Family Road (SR 1732).

Example Cross Section



Linkages to Other Plans and Proposed Project History
An east-west connector north of the city of Kinston linking US 70 and NC 11 has been considered previously. The mutually adopted 1981 Kinston Thoroughfare Plan and the unadopted 1992 Kinston Urban Area Thoroughfare Plan recommended connecting US 70 and NC 11 via Crescent Road (now NC 148/C.F. Harvey Parkway) with extensions to Cunningham Road (SR 1745). The current alignment is north of previous recommendations.

In addition to completing the east-west route created by the NC 148 (C.F. Harvey Parkway) project and proposed C.F. Harvey Connector to the US 70 Bypass, the C.F. Harvey Extension will work in conjunction with the proposed NC 58 realignment project to facilitate movement from NC 11 southbound to NC 58.

Land Use Patterns
There are no known economic development or land use changes that will occur due to this project.

The project area is mostly farmland and wooded area. A few homes could be impacted along Humphrey Road (SR 1730) and where the project crosses Hugo Road (SR 1004).

Natural & Human Environmental Context

The project crosses Stonyton Creek less than half of a mile east of Wallace Family Road (SR 1732). No historic resources have been identified near the vicinity of this project.

Multimodal Considerations

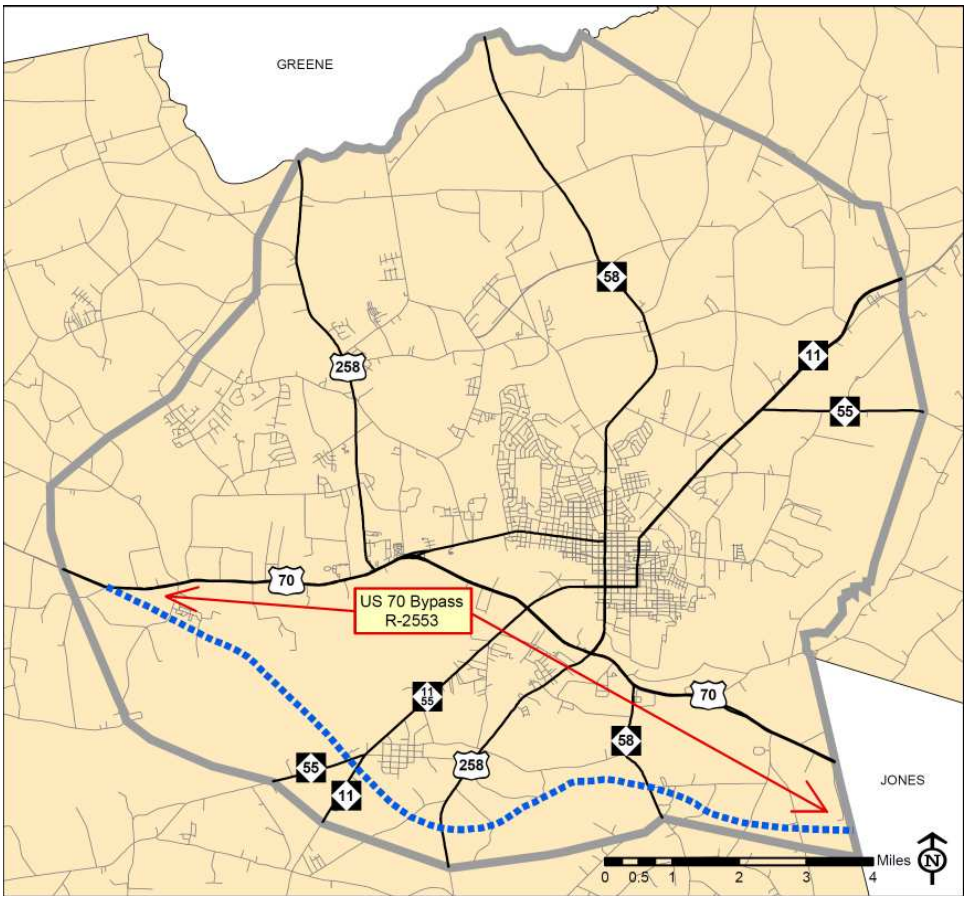
The proposed route crosses Bike Route #44 (Oak Tree Spoke) on Wallace Family Road (SR 1732). However, the project calls for grade separation where NC 148 (C.F. Harvey Parkway) Extension meets Wallace family Road.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

US 70 Bypass – **ID# R-2553**

Intersection of US 70 and Harold Sutton Rd. (SR 1330) to Jones County line



US 70 Bypass (R-2553) -- Project Map within the Kinston CTP

Project Recommendation

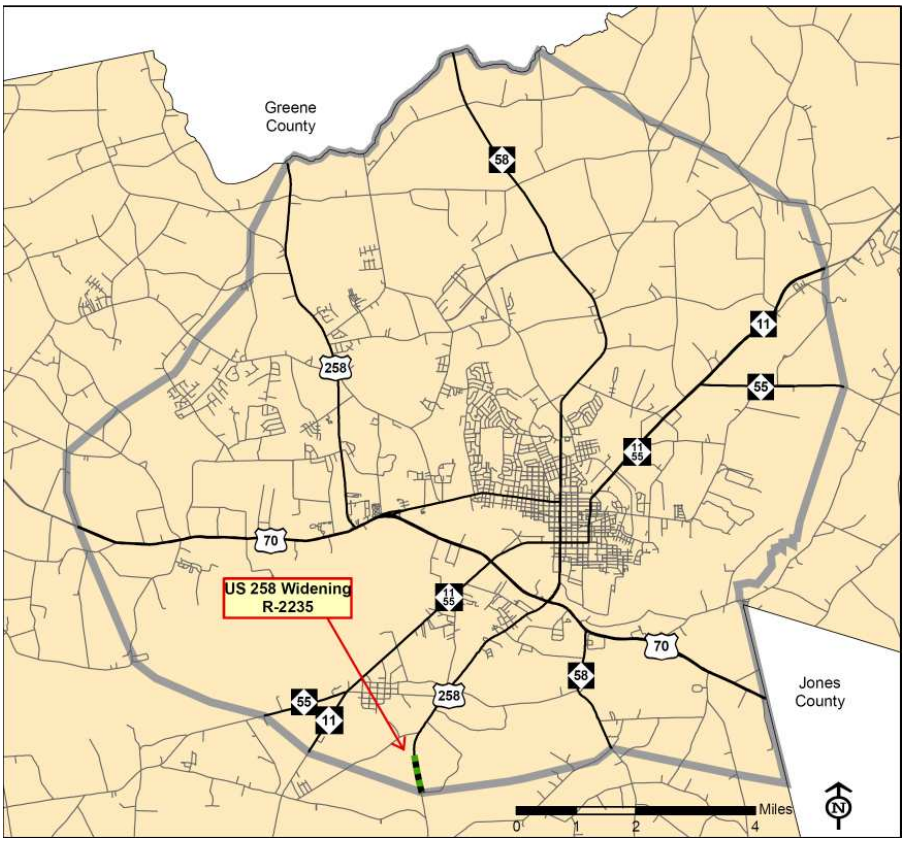
The US 70 Bypass, 2011- 2016 STIP number R-2553, is a four-lane, median divided freeway facility on new location. It will help address congestion, capacity deficiencies and through-traffic delays on existing US 70. It will help improve regional mobility and connectivity while meeting the intent of the North Carolina Strategic Highway Corridors Plan.

For additional information about this project, including Purpose and Need, contact NCDOT Project Development and Environmental Analysis (PDEA).

Once the US 70 Bypass is complete, the proposed NC 148 (C.F. Harvey Parkway) Connector (LENO0020-H) can be constructed to connect the US 70 Bypass to existing US 70. This will bring NC 148 (C.F. Harvey Parkway) to complete build-out, connecting US 70 Bypass to NC 11 via a northern route around Kinston.

US 258 Widening – Kinston CTP southern planning boundary to proposed US 70 Bypass (R-2553)

ID# R-2235



US 258 Widening (R-2235) -- Project Map within the Kinston CTP

Project Recommendation

US 258 south of US 70 is designated as a Strategic Highway Corridor expressway. Currently, this section of US 258 is two lanes without access control and is operating over capacity.

To meet the mobility goals of the Strategic Highway Corridor plan, it is recommended that from the proposed US 70 Bypass (R-2553) to the southern planning boundary, approximately 0.6 miles of the current two-lane configuration of US 258 be widened to a four-lane, median-divided facility with control of access. Note that there is a proposed interchange where US 258 meets the proposed US 70 Bypass.

Linkages to Other Plans and Proposed Project History

This project is part of STIP project R-2235. The 1999 Lenoir County Thoroughfare Plan Technical Report stresses the need to increase the capacity of US 258 due to its importance for countywide travel and for the region as a whole. The report also points out that US 258 is a key route not only to the Global TransPark, but also a major route to Camp Lejune Marine Base in Jacksonville, NC.

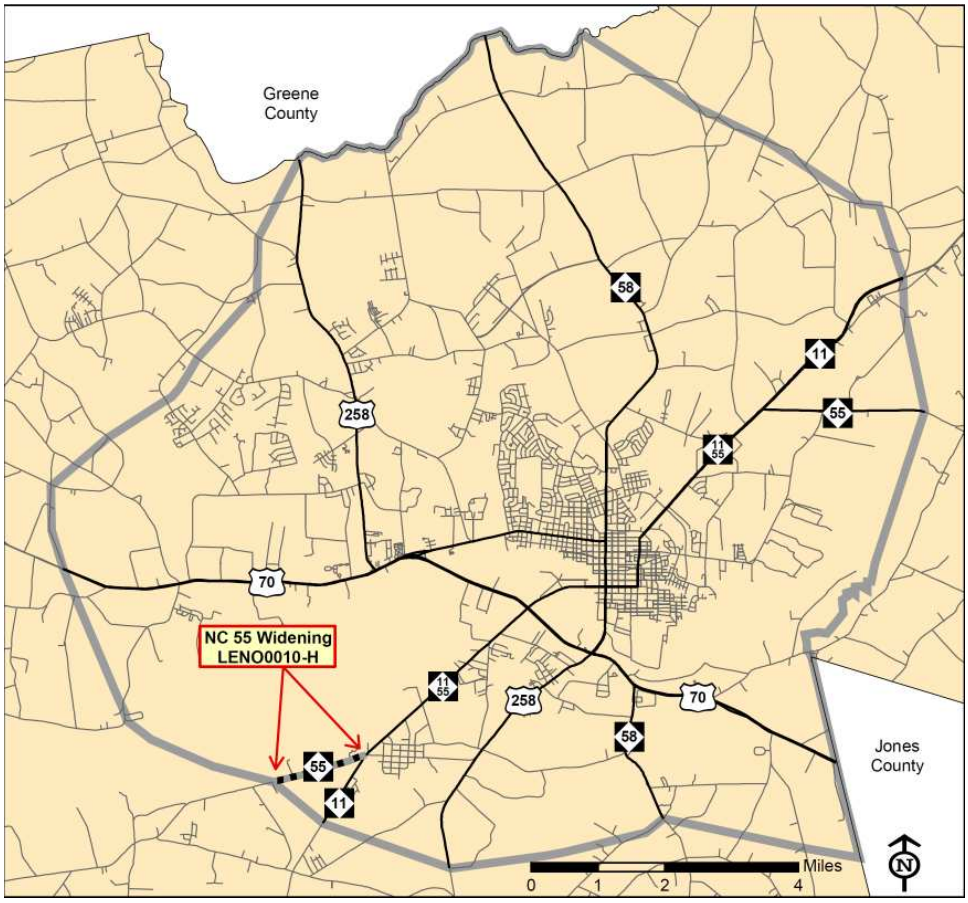
Natural & Human Environmental Context

Several homes may be affected by the construction of this project.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 55 Widening – Kinston southern CTP planning boundary to NC 11/55 split **ID# LENO0010-H**



NC 55 Widening (LENO0010) – Project Map within the Kinston Planning Area Boundary

Project Recommendation

Development at the Global TransPark will mean an increase in large commercial vehicles traveling to and from the Kinston area via the various major thoroughfares throughout the area. To prepare for this projected increase in transportation demand, several existing corridors require improvement.

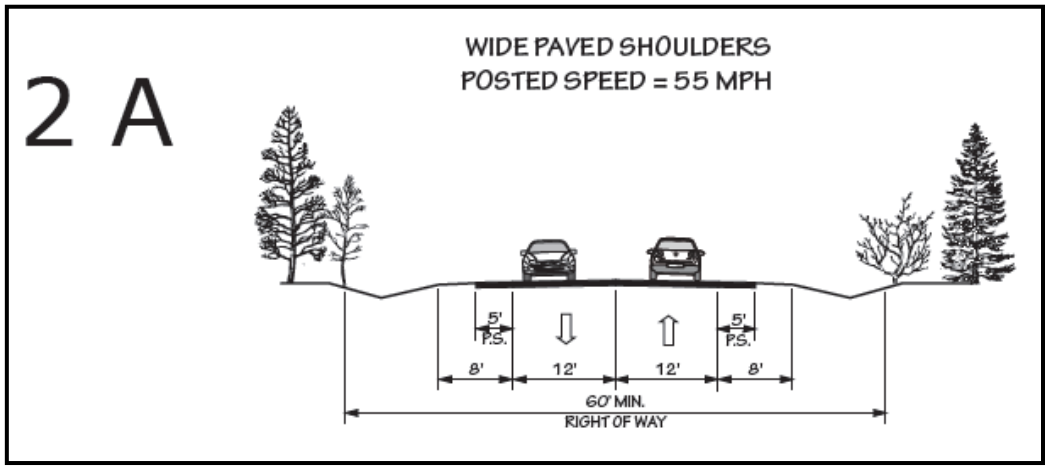
For increased capacity and safety, it is recommended that NC 55 from the NC 11 split to the southern CTP planning boundary (see map above) be widened to a total of 24 feet with two-foot shoulders. The facility will remain two lanes with no access control and the project will be approximately 0.65 miles long.

An initial cost estimate for this project comes to approximately $673,000. Note that this estimate does not include any associated costs pertaining to a planned interchange where the proposed US 70 Bypass intersects the NC 55 widening project area.

Linkages to Other Plans and Proposed Project History

The 1999 Lenoir County Thoroughfare Plan Technical Report recommends widening NC 55 to include a minimum of two-foot paved shoulders from the Wayne County line to the Kinston planning boundary.

Example Cross Section

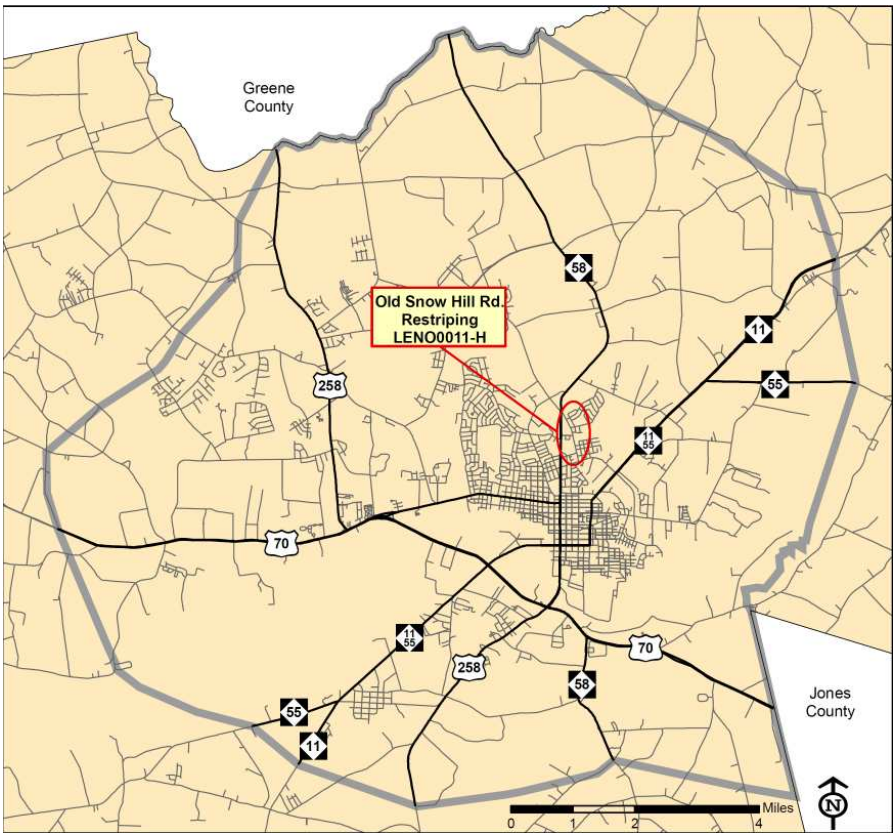


Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Old Snow Hill Rd. (SR 1746) Restriping – Old Snow Hill Rd. from N. Queen St. to E. Highland Avenue **ID# LENO0011-H**

Old Snow Hill Rd./SR 1746 (LENO0011-H) Restriping – Project Location Map



Old Snow Hill Rd./SR 1746 (LENO0011-H) Restriping Project Map within the Kinston Planning Area Boundary

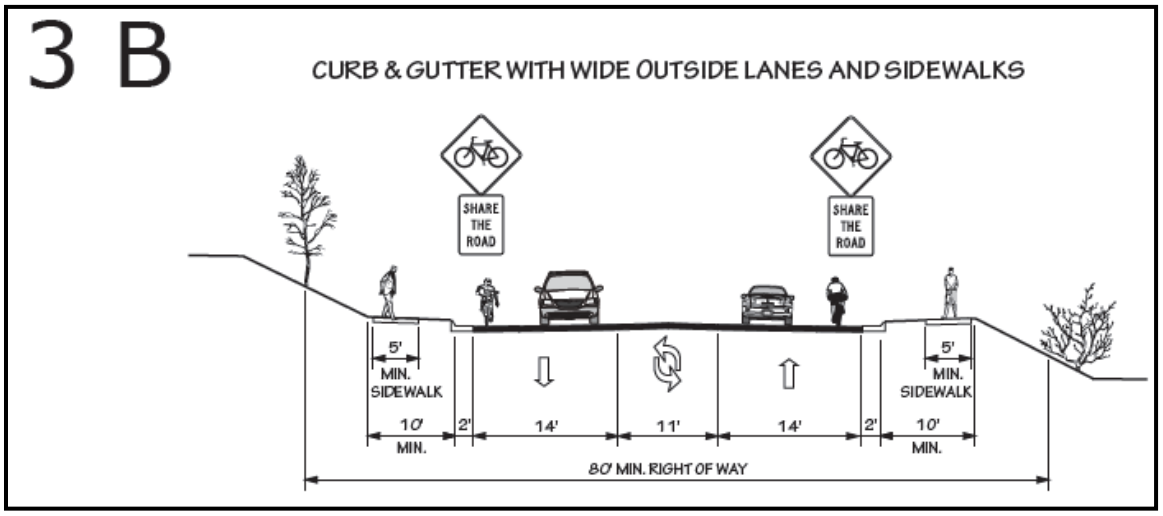
Project Recommendation

Old Snow Hill Road (SR 1746) links E. Highland Ave. (SR 1747) and N. Queen St. (NC 58), making it a popular route to avoid congestion in the downtown Kinston central business district. It also serves many residential developments. As it is currently a two-lane facility, left and right turns from Old Snow Hill Road into driveways and intersecting streets contribute to increasing levels of delay and congestion. Based on future projections, if no improvements are made to the transportation network, at its current configuration, Old Snow Hill Road (SR 1746) will be operating at twice its practical capacity by 2030.

Currently, Old Snow Hill Road (SR 1746) varies from approximately 40 to 44 feet wide. Because there is ample room, it is recommended that Old Snow Hill Road be restriped to three 12-foot lanes with the center lane being a two-way left turn lane. This will increase capacity and can enhance safety, allowing left-turn storage in both directions to occur out of the through roadway.

This project will be approximately 0.93 miles in length from E. Highland Avenue to N. Queen Street. An initial cost estimate for this project comes to approximately $110,000.

Example Cross Section – (lanes to be 12 feet and bicycle accommodations may not be included)



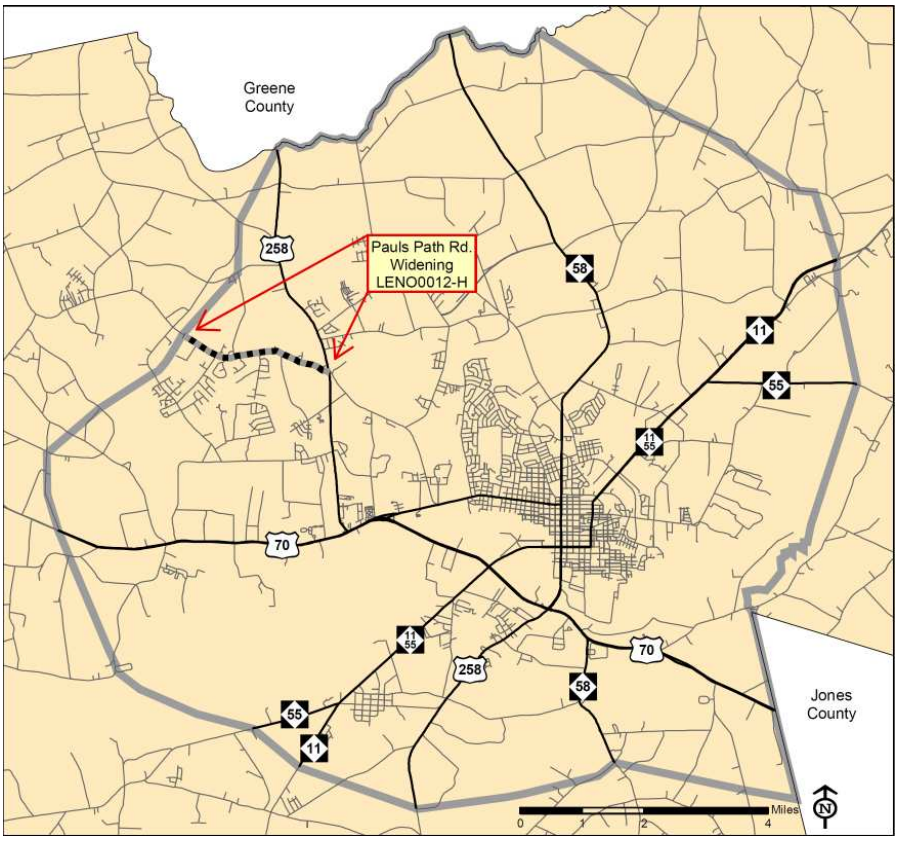
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Pauls Path Rd. Widening – Pauls Path Rd. (SR 1001) from falling Creek Rd. (SR 1544) to US 258

ID# LENO0012-H

Pauls Path Rd. (LENO0012-H) – Project Location Map



Pauls Path Rd. (LENO0012-H) – Project Map within the Kinston Planning Area Boundary

Project Recommendation

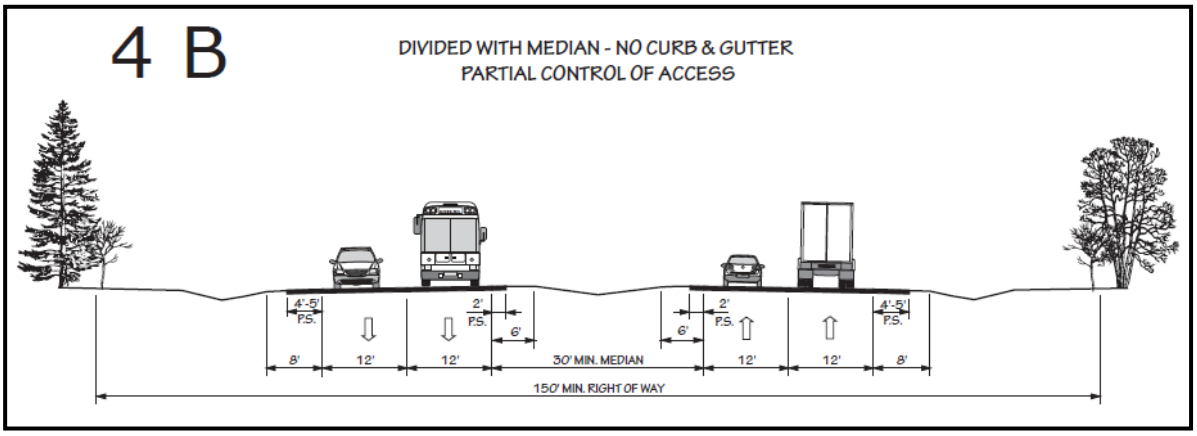
Development at the Global TransPark is projected to bring up to 25,000 jobs to the area by 2030 (See *North Carolina Global TransPark: Documentation of Travel Demand Model*). Also, areas to the west and northwest of Kinston are experiencing increases in residential development. In anticipation of the expected increase in travel demand on Kinston's transportation network caused by this development, it is recommended that Pauls Path Road (SR 1001) from the western planning boundary to US 258 (see map on previous page) be widened from its existing two lanes to a four-lane facility in order to increase the road's capacity.

Linkages to Other Plans and Proposed Project History

The Pauls Path Road (SR 1001) widening project (local ID LENO0012-H), in conjunction with the Carey Road Extension (STIP number U-3618), will become part of a major east-west route for the city of Kinston. It will also serve as an efficient route to the Global TransPark from the west where it intersects with NC 148 (C.F. Harvey Parkway). The 1999 Lenoir County Thoroughfare Plan Technical Report recommends widening Pauls Path Road (SR 1001), recognizing the facilities' increasing regional importance and the role it will play in providing access to the Global TransPark.

This project is approximately 3.14 miles long, and an initial cost estimate puts widening Pauls Path Road at $9,380,000. Note that the estimate does not include any potential costs associated with a proposed grade separation (no interchange) where Pauls Path Road intersects NC 148 (C.F. Harvey Parkway).

Example Cross Section

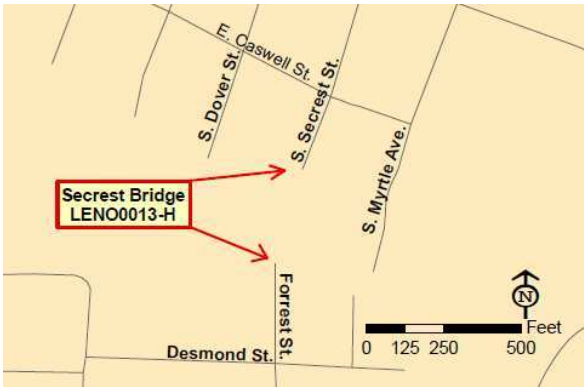


Public/ Stakeholder Involvement

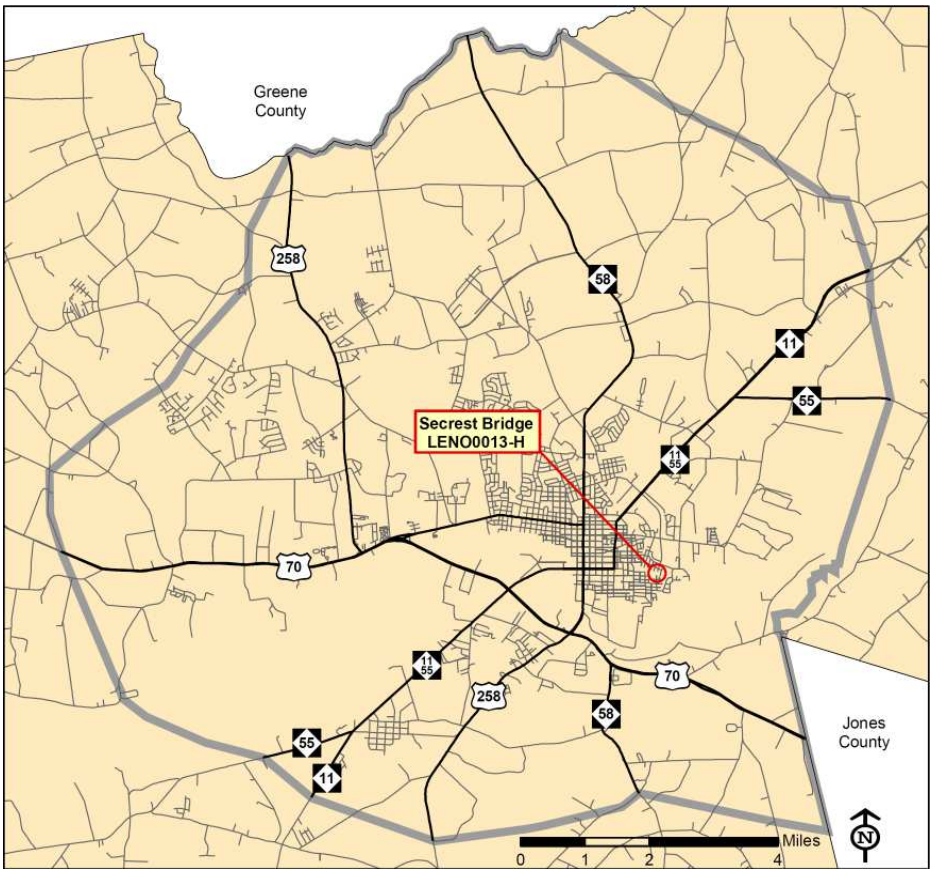
See appendix K for information on public involvement for the Kinston CTP.

Secrest Bridge – **ID# LENO0013-H**

Southern terminus of S. Secrest St. to Northern terminus of Forrest St.



Secrest Bridge (LENO0013-H) – Project Location Map



Secrest Bridge (LENO0013-H) – Project Map within the Kinston Planning Area Boundary

Project Recommendation

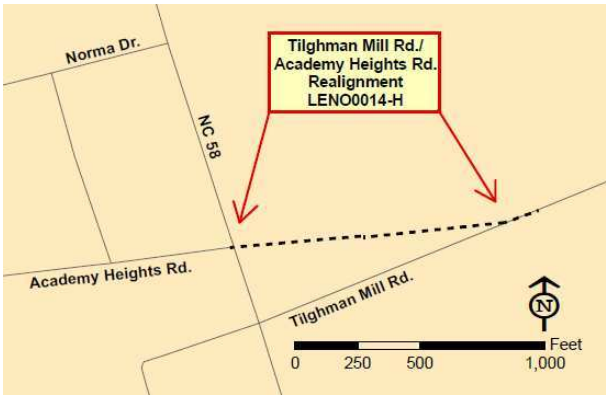
For the neighborhoods north and south of Adkin Branch there is a lack of nearby river crossing for vehicles. While there are some pedestrian bridges, motor vehicles must travel out of their way either east or west in order to get from north of the Adkin Branch to US 70, or from south of the Adkin Branch to northern Kinston.

It is recommended that a two-lane bridge be constructed over the Adkin Branch linking S. Secrest Street and Forrest Street. This will link the two neighborhoods, and provide easier access to local facilities. In particular, the neighborhoods south of Adkin Branch will have more efficient access to Rochelle Middle School to the north, and the neighborhoods north of Adkin Branch will have better access to US 70 to the south.

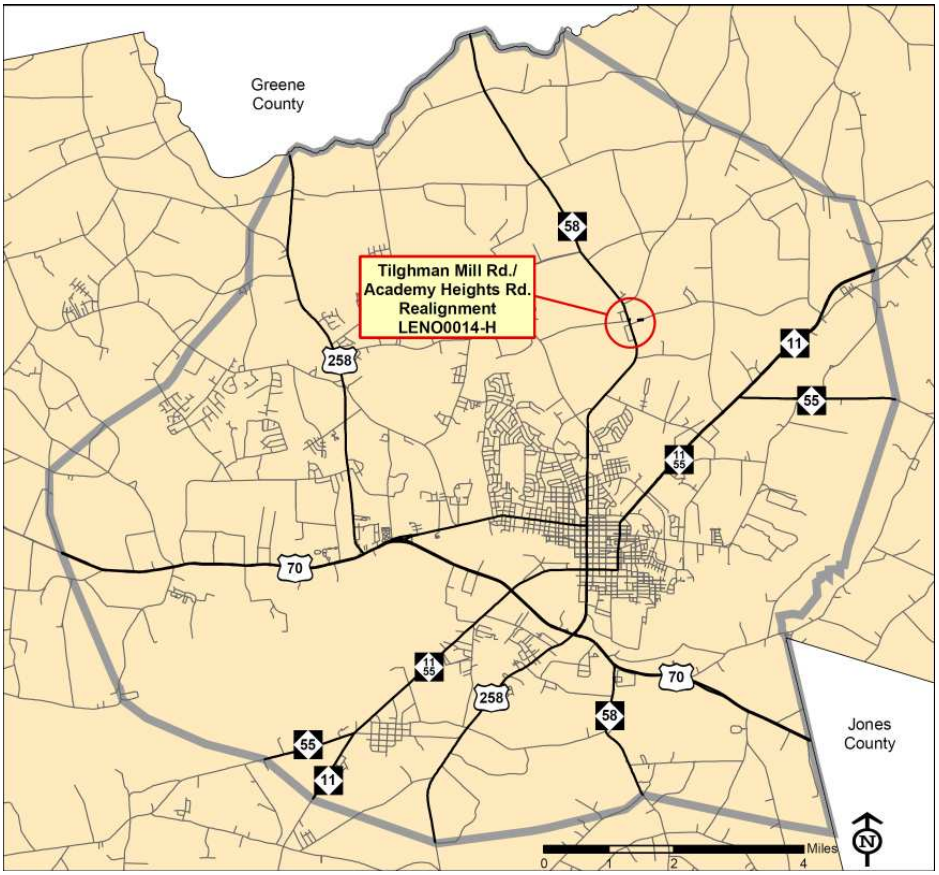
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Tilghman Mill Rd./Academy Heights Rd. Realignment – Eastern terminus of Academy Heights Rd. to Tilghman Mill Rd. approximately 0.2 miles east of NC 58 **ID# LENO0014-H**



Tilghman Mill Rd./Academy Heights Rd. Realignment (LENO0014-H) Project



Tilghman Mill Rd./Academy Heights Rd. Realignment (LENO0014-H) Project Map within the Kinston Planning Area Boundary

Project Recommendation

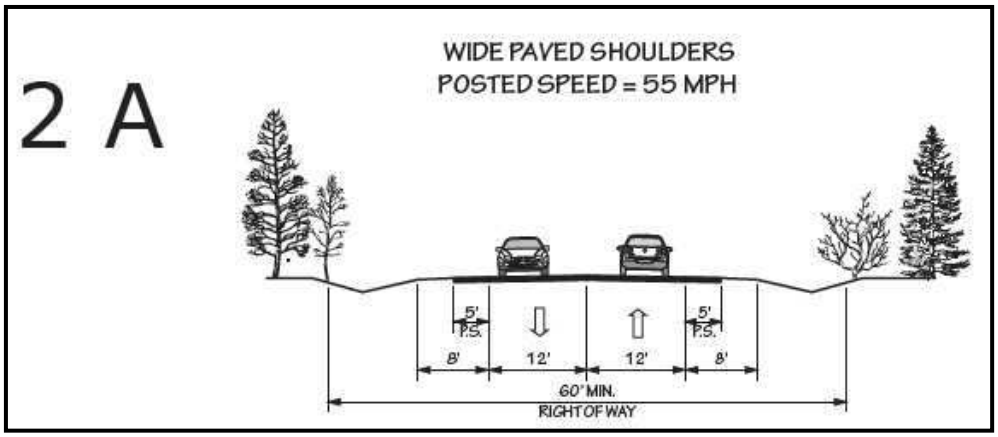
When completed, NC 148 (C.F. Harvey Parkway) will provide an efficient east-west route serving the Global TransPark (GTP) from NC 11, NC 58 and US 70. As the GTP continues to develop, increased commercial and industrial activity will put a tremendous strain on local roads.

Because NC 148 (C.F. Harvey Parkway) will be used extensively for commercial and industrial trips, local travelers will rely heavily on existing routes for access to residential areas and commercial services in Kinston independent of the GTP. To better serve the local traffic, a continuous east-west route parallel to NC 148 (C.F. Harvey Parkway) will be needed.

It is recommended that the western end of Tilghman Mill Road (SR 1742) be realigned to continue directly into the eastern end of Academy Heights Road (SR 1579) at NC 58 (see map on previous page). This will provide a continuous east-west route parallel to NC 148 (C.F. Harvey Parkway), tying into NC 58 and NC 11.

This project will require two lanes of roadway, approximately 1,200 feet in length, to be built on new location. An initial estimate of the costs associated with this project comes to approximately $785,000. Several houses may be affected by the construction of this project.

Example Cross Section

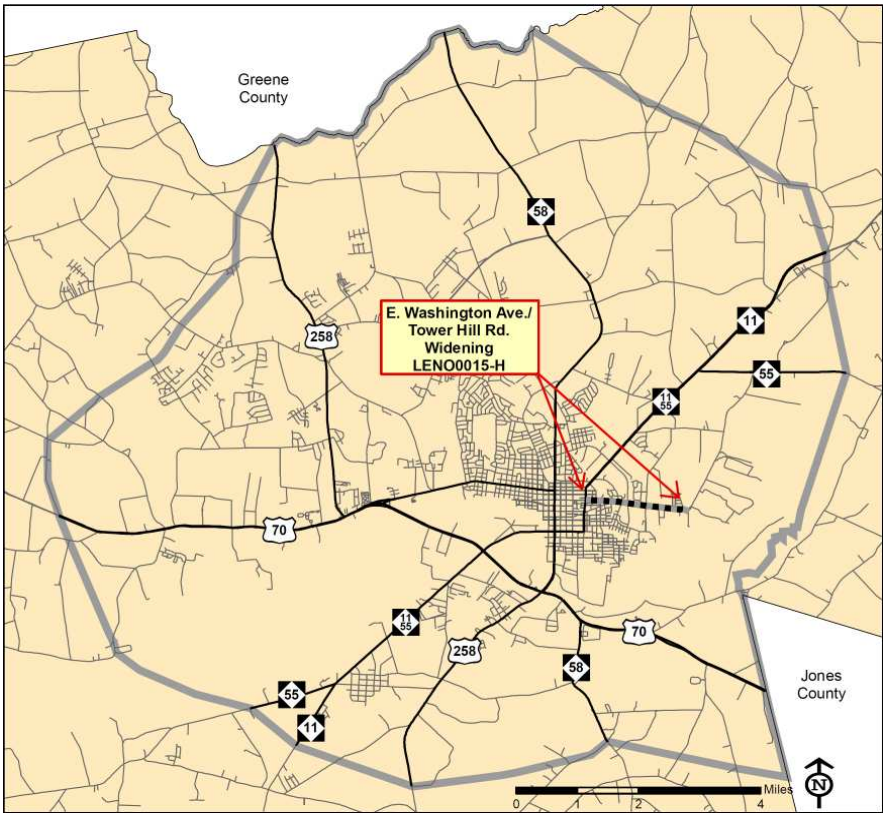


Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

E. Washington Ave./Tower Hill Rd. Widening – E. Washington Ave. at N. Tiffany St. to Tower Hill Rd. approximately 500 feet east of McCaskill Dr. **ID# LENO0015-H**

E. Washington Ave./Tower Hill Rd. Widening (LENO0015-H) – Project Location Map



E. Washington Ave./Tower Hill Rd. Widening (LENO0015-H) – Project Map within the Kinston Planning Area Boundary

Project Recommendation

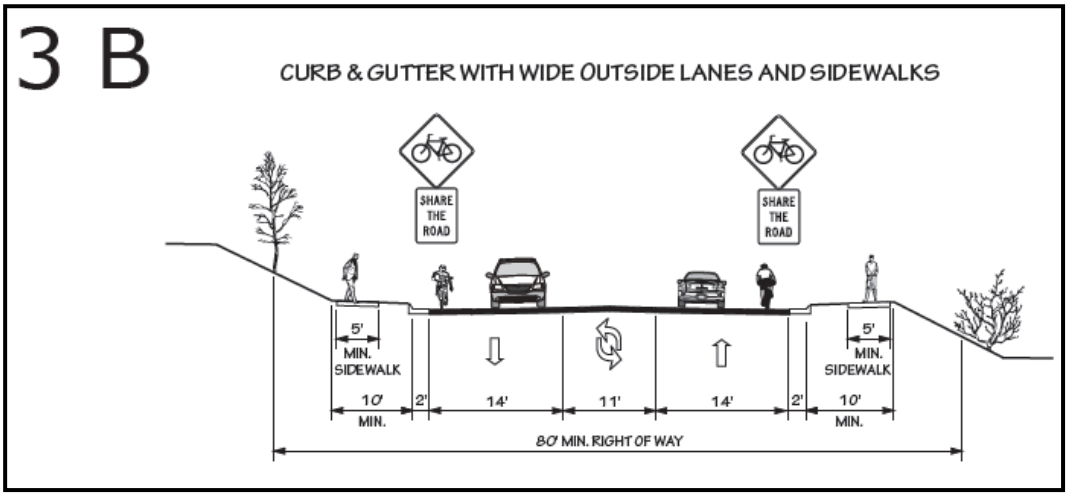
The E. Washington Avenue/Tower Hill Road (SR 1810) corridor is a major route in and out of the Kinston central business district serving residential areas to the east and accessing NC 11/55. Future projections indicate that by 2030, the E. Washington Avenue/Tower Hill Road corridor is expected to operate over practical capacity in some locations, and at practical capacity in others.

It is recommended that the E. Washington Avenue/Tower Hill Road (SR 1810) corridor from NC 11/55 to approximately 0.09 miles past McCaskill Dr. by Oak Hill Cemetery be widened from its existing two lanes to three lanes. The center lane will serve as a two-way left turn lane.

The new configuration will help reduce congestion as left turn storage will be accommodated in the center lane, out of the way of through traffic. This may also help increase safety by reducing the likelihood of rear-end collisions attributed to vehicles stopped in the through-lane while waiting to make left turns.

The project is approximately 1.4 miles long with an initial cost estimate of approximately $1,685,000. It should be noted that a grade-separated interchange is proposed where the NC 58 relocation intersects E. Washington Avenue, and that the initial cost estimate for this project does not include costs associated with that interchange.

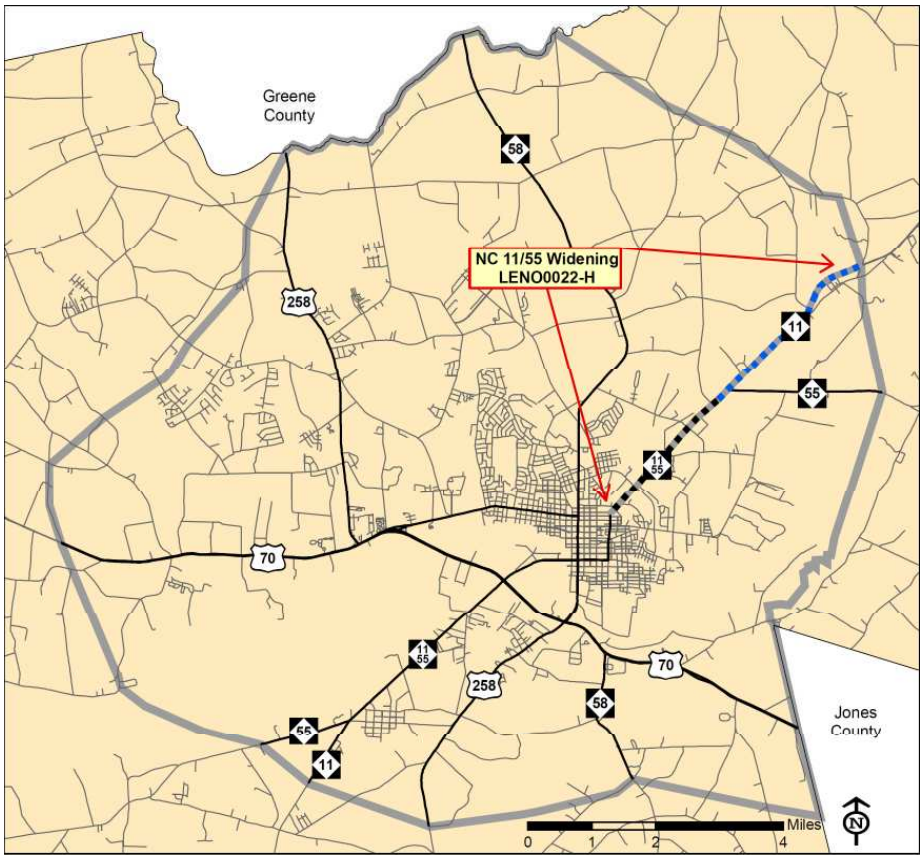
Example Cross Section



Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 11/55 Widening – Eastern Kinston CTP planning boundary to E. Grainger Avenue — ID# LENO0022-H



NC 11 Widening – Project Map within the Kinston Planning Area Boundary

Project Recommendation

As the Global TransPark (GTP) continues to develop, it has the potential to produce up to 25,000 jobs in the Kinston area (see *North Carolina Global TransPark: Documentation of Travel Demand Model*). With the increase in jobs comes an increase in demands on Kinston's travel facilities. NC 11 will take on much of this burden as commuters to the GTP come from places like Greenville in the northeast. Future projections indicate that portions of NC 11 will be operating at 97 percent of its practical capacity.

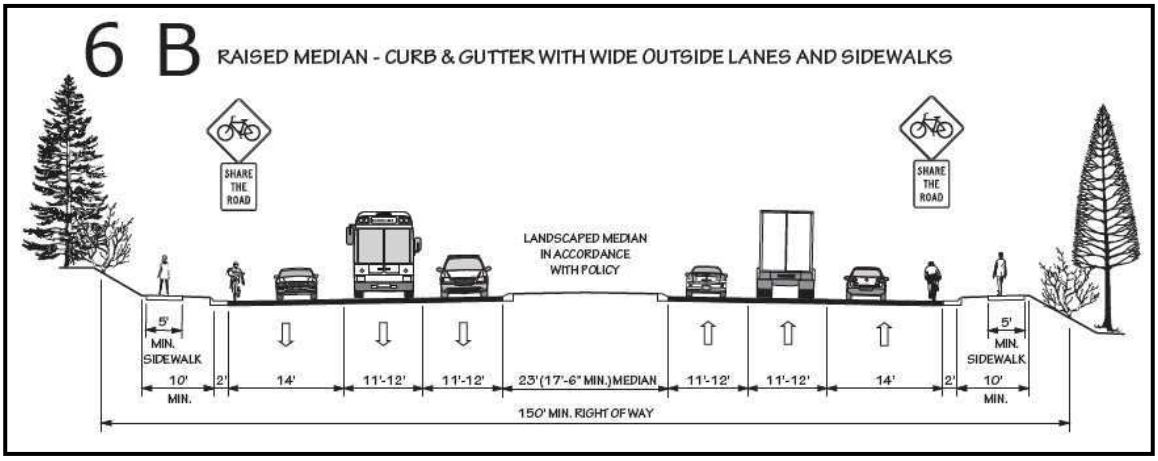
NC 11 from the eastern Kinston CTP planning boundary to the proposed NC 58 relocation project (LENO0001C-H) is designated a Strategic Highway Corridor (SHC) freeway. Improving this portion of NC 11 will help address projected capacity issues and promote the SHC plan.

It is recommended that NC 11 (also coinciding with NC 55 for a portion of this project) from E. Grainger Avenue to the northeastern planning boundary be widened from four to six lanes (see map on previous page). Grade-separated interchanges are proposed where NC 11/55 intersects with the planned NC 58 relocation (see LENO0001A-H, LENO0001B-H and LENO0001C-H) and where the planned NC 148 (C.F. Harvey Parkway) Extension (see LENO0018A-H and LENO0018B-H) intersects with NC 11.

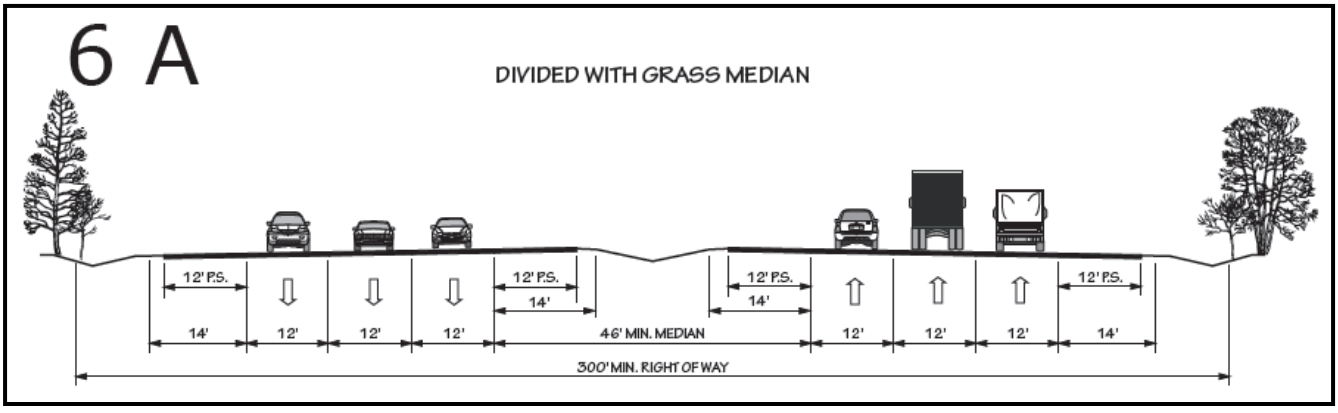
From E. Grainger Avenue to the proposed NC 58 relocation (approximately 0.13 miles northeast of Wallace Family Road/SR 1732), NC 11/55 will be upgraded to six lanes, divided, without access control.

From the interchange at the proposed NC 58 relocation to the northeastern planning boundary, NC 11 is recommended to be a six-lane, median-divided, fully access-controlled freeway facility.

Example Cross Section from E. Grainger Avenue to proposed NC 58 relocation (bicycle and pedestrian facilities may not be included in the final cross section):



Example Cross Section from proposed NC 58 relocation to Northeast Planning Boundary:

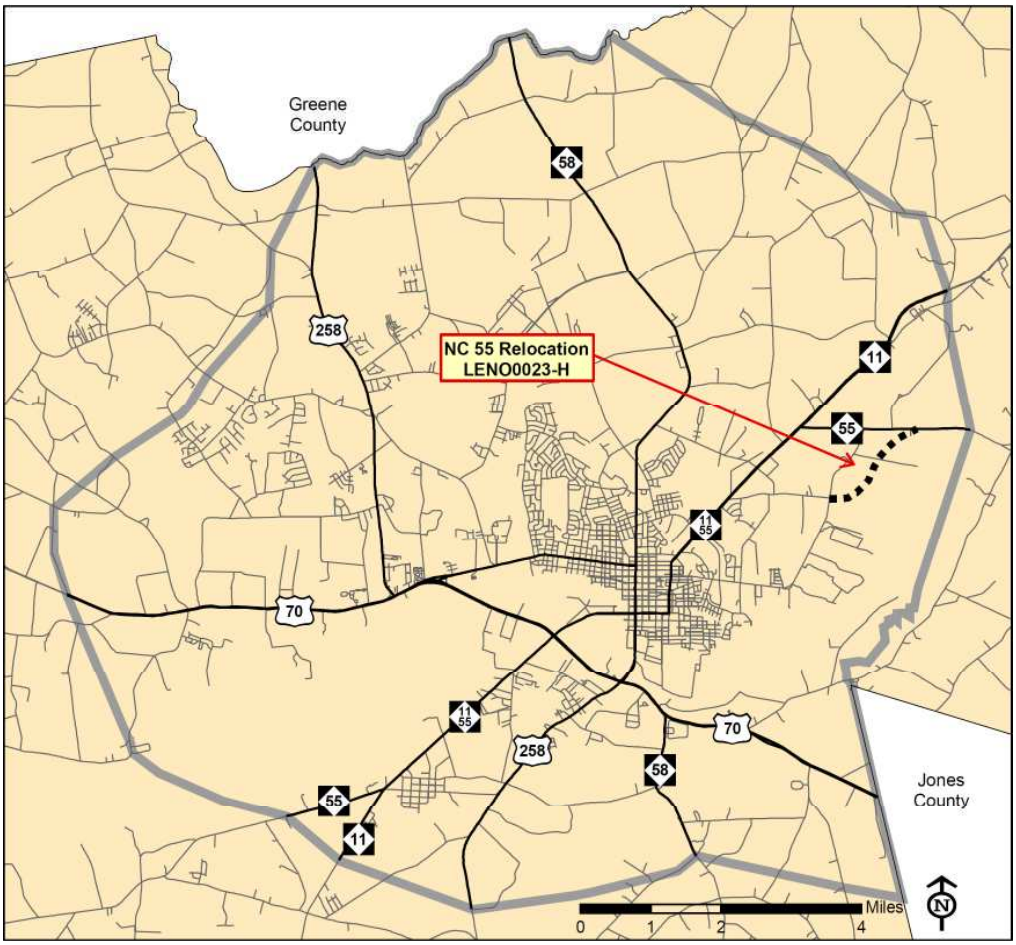


Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 55 Relocation – **ID# LENO0023-H**

New location connecting current NC 55 from 0.34 miles east of Faulkner Rd. (SR 1809) to Dunn Family Rd. (SR 1811) at its intersection with Tower Hill Rd. (SR 1810)



NC 55 Relocation (LENO0023-H) – Project Map within the Kinston Planning Area Boundary

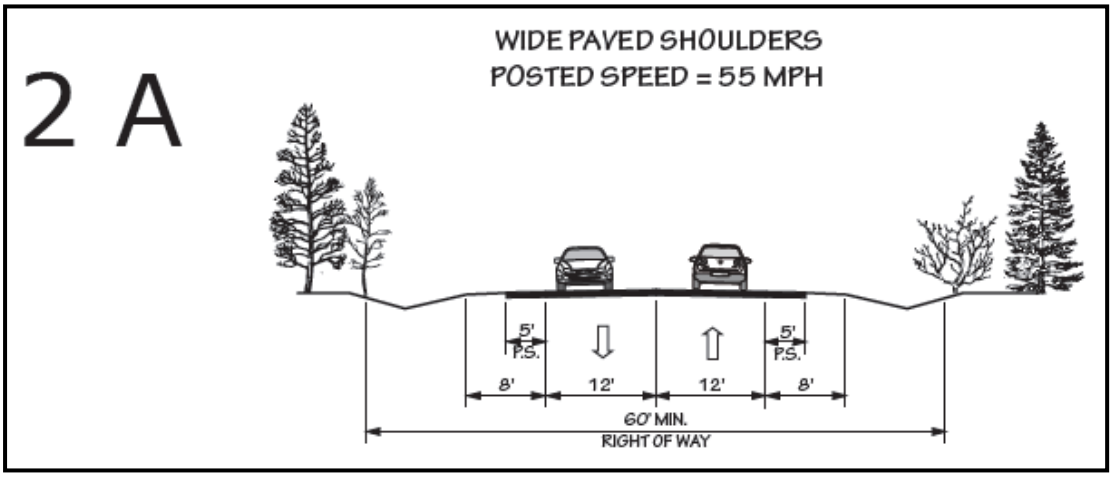
Project Recommendation

The proposed NC 58 relocation (see LENO0001A-H, LENO0001B-H and LENO0001C-H) will cross the current NC 11/55 corridor just to the south of where NC 55 joins NC 11 (approximately 0.17 miles to the southwest), requiring the construction of an interchange.

To avoid possible conflicts with tying the NC 58 relocation interchange into NC 11 and NC 55, it is recommended that NC 55 be rerouted to join NC 11 to the south from Dunn Family Road (SR 1811). This has the potential to alleviate congestion at the interchange as it will separate the NC 55 traffic from the NC 11 and NC 58 relocation traffic.

The project will require approximately 1.7 miles of two-lane facility on new location starting on the current NC 55 approximately 0.34 miles east of Faulkner Road (SR 1809) and connecting to Dunn Family Road (SR 1811) at its intersection with Tower Hill Road (SR 1810). For the remaining 1.4 miles of the project, NC 55 will coincide with Dunn Family Road to where it meets with NC 11 (Greenville Highway).

Example Cross Section



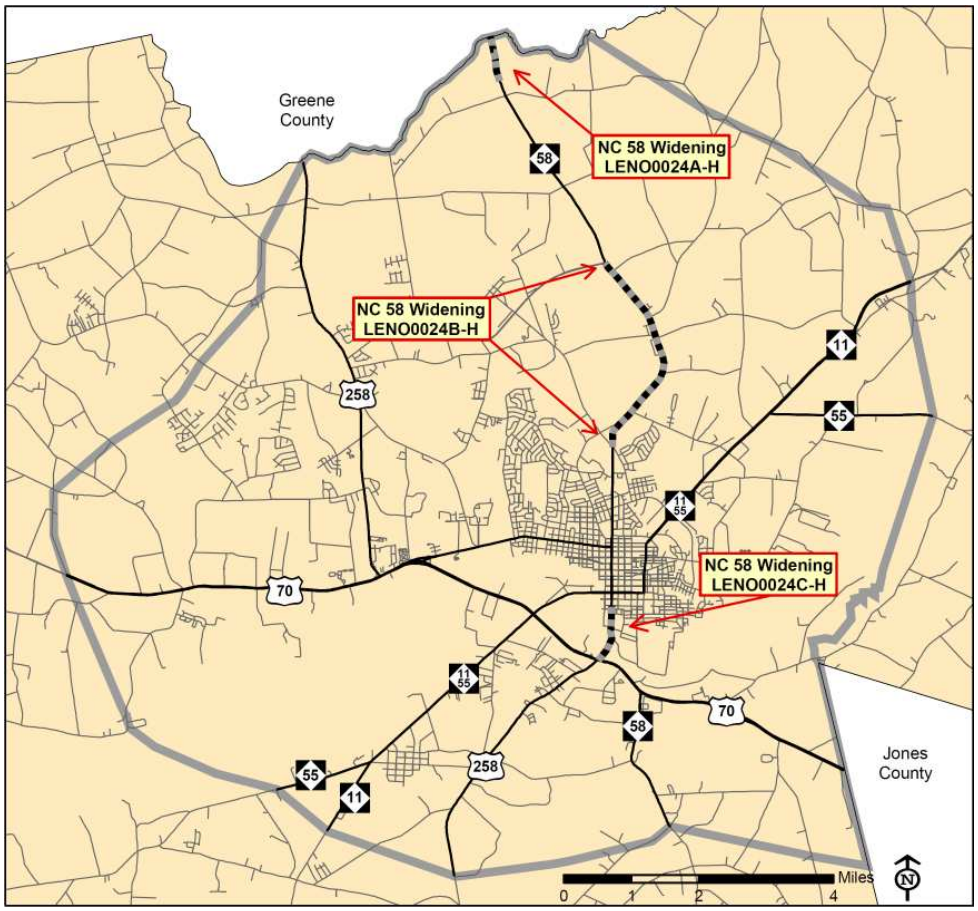
Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 58 Widening –

Three locations from northern Kinston CTP planning area boundary to existing US 70 (descriptions below)

ID#s LENO0024A-H, LENO0024B-H and LENO0024C-H



NC 58 Widening (LENO0024A-H, LENO0024B-H, LENO0024C-H)
Project Map within the Kinston Planning Area Boundary

Identified Problem

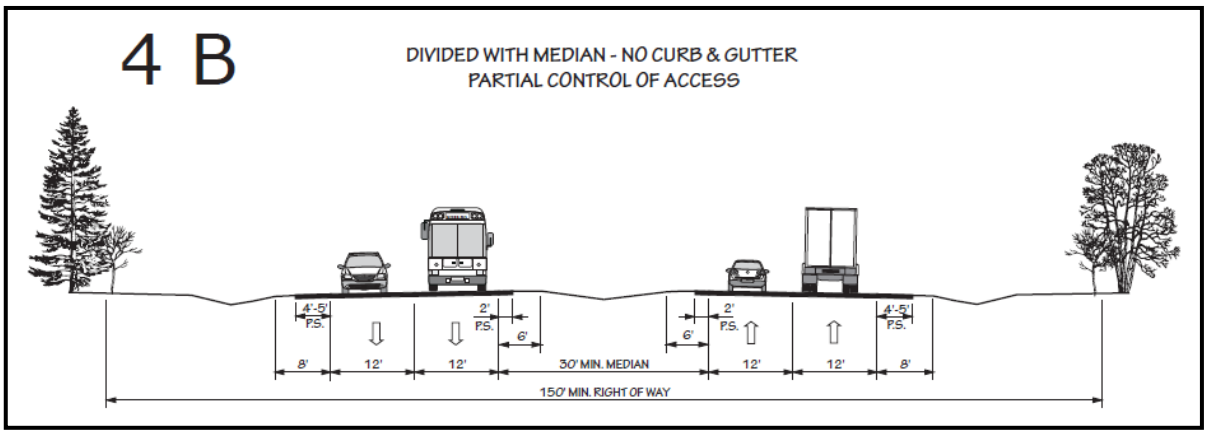
Even with major planned improvements such as NC 148 (C.F. Harvey Parkway), NC 58 Relocation and US 70 Bypass, the current NC 58 is projected to be at or beyond practical capacity by 2030. Currently, portions of NC 58, including the section from Cunningham Road (SR 1745) to Herritage Street (SR 1570), are operating over capacity.

It is recommended that portions of NC 58 be widened to cross sections ranging from three to six lanes, depending upon location (see map above), primarily to increase capacity.

Local ID LENO0024A-H

The section of NC 58 from the proposed Global TransPark Northern Loop (see LENO0019-H) to the northern planning boundary is recommended to be improved to a four-lane median-divided facility to increase capacity. Note that there is a grade-separated interchange proposed where NC 58 intersects with the proposed GTP Northern Loop.

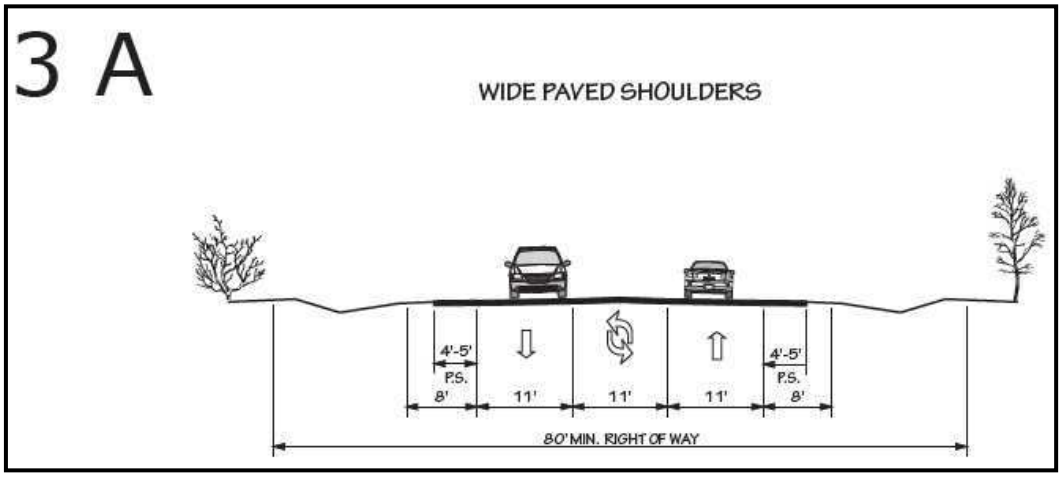
Example Cross Section



Local ID LENO0024B-H

The section of NC 58 from Airport Road (SR 1578) to NC 148 (C.F. Harvey Parkway) is recommended to be improved from two to three lanes with the center lane operating as a two-way left-turn lane. This will improve the facilities' capacity by storing turning vehicles out of the through roadway. Note that there is a proposed grade-separated interchange where NC 58 intersects with NC 148 (C.F. Harvey Parkway).

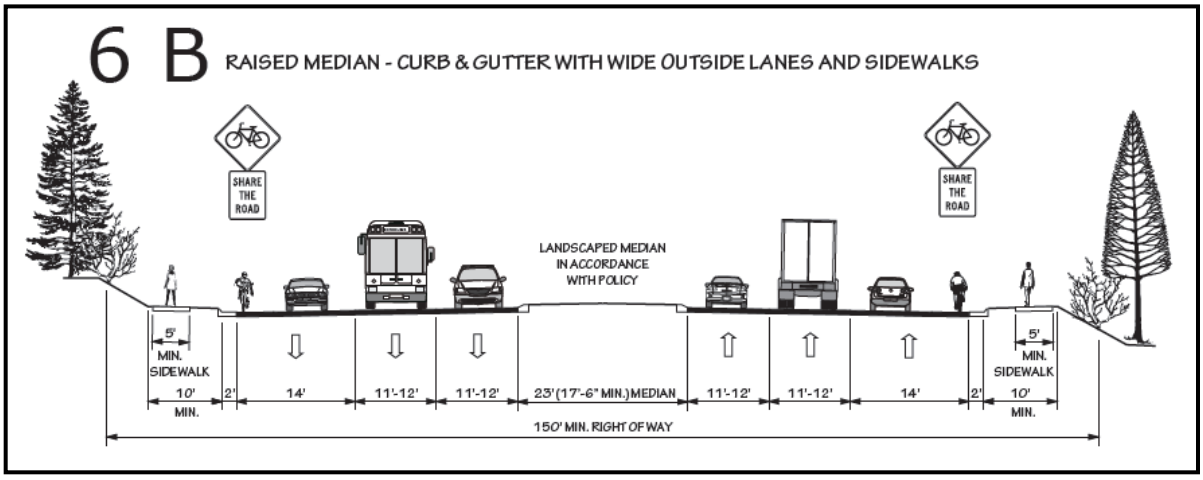
Example Cross Section



Local ID LENO0024C-H

To improve capacity, the section of NC 58 from US 70 north to E. Shine Street is recommended to be improved to a six-lane cross section.

Example Cross Section



Linkages to Other Plans and Proposed Project History

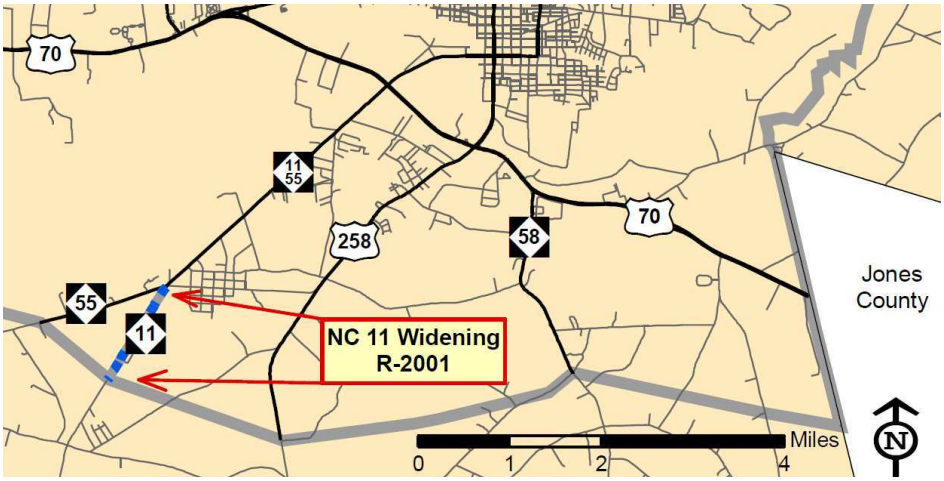
Similar recommendations to widen portions of NC 58 can also be found in the mutually adopted 1981 Kinston Thoroughfare Plan and the unadopted 1992 Kinston Urban Area Thoroughfare Plan. Both plans cite projected increases in travel demand causing NC 58 to operate at practical capacity.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 11 Widening – Southern NC 11/55 split to southern Kinston CTP planning area boundary

ID# R-2001



NC 11 Widening (R-2001) – Project Map

Project Recommendation

It is recommended that NC 11 from NC 55 to the southern planning boundary be improved to a four-lane, median-divided facility. The improvements will be made primarily to increase capacity and enhance safety. Currently, NC 11 in this area (see map above) is a five-lane facility with the center lane for left turns. It should be noted that a grade-separated interchange will need to be constructed where the US 70 Bypass project (R-2553) intersects the NC 11 widening project (See figure 1, sheet 2).

From the southern Kinston transportation planning boundary, NC 11 is regionally important in that it provides a link from Kinston to areas to the south, such as Grifton and Pink Hill. It also provides an efficient link from areas to the south to US 70. NC 11 will also play a vital role in accessing the Global TransPark from regions to the south of Kinston.

Linkages to Other Plans and Proposed Project History

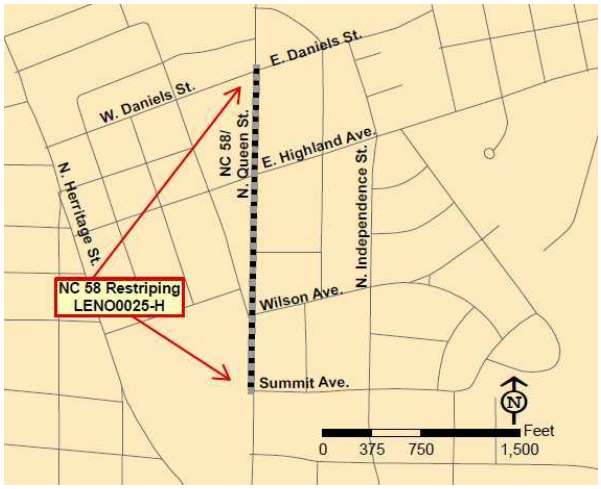
Capacity improvements to NC 11 at the southern planning boundary are mentioned in the 1992 Kinston Thoroughfare plan. The 1999 Lenoir County Thoroughfare Plan Technical Report also recommends widening NC 11 due to projected growth at the Global TransPark and the facilities' regional importance in connecting cities and townships to each other and major transportation facilities such as US 70 and I-40.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

NC 58 Restriping – E. Daniels Street to Summit Avenue

ID# LENO0025-H



NC 58 Restriping (LENO0025-H) – Project Map within the Kinston Planning Area Boundary

Project Recommendation

N. Queen Street is a major thoroughfare through downtown Kinston, and at varying locations coincides with US 70 Business, US 258 Business and NC 58. Capacity deficiencies along this corridor have been noted as far back as the 1981 Kinston Thoroughfare Plan.

In order to help N. Queen Street process more vehicles, it is recommended that from E. Daniels Street to Summit Avenue it be restriped from the current configuration of two lanes to a three-lane cross section with the center lane operating as a two-way left-turn lane.

The mutually adopted 1981 Kinston Thoroughfare plan cites capacity issues along the two-lane portion of N. Queen Street from Daniels Street to Summit Avenue and recommends upgrading to a 52’ curb and gutter facility.

The unadopted 1992 Kinston Urban Area Thoroughfare Plan recommends restriping the section to three lanes with two northbound lanes and one southbound. This recommendation adds that Mitchell Street (also in this plan as local ID LENO0005-H), when converted to a one-way southbound corridor, will process the additional southbound traffic.

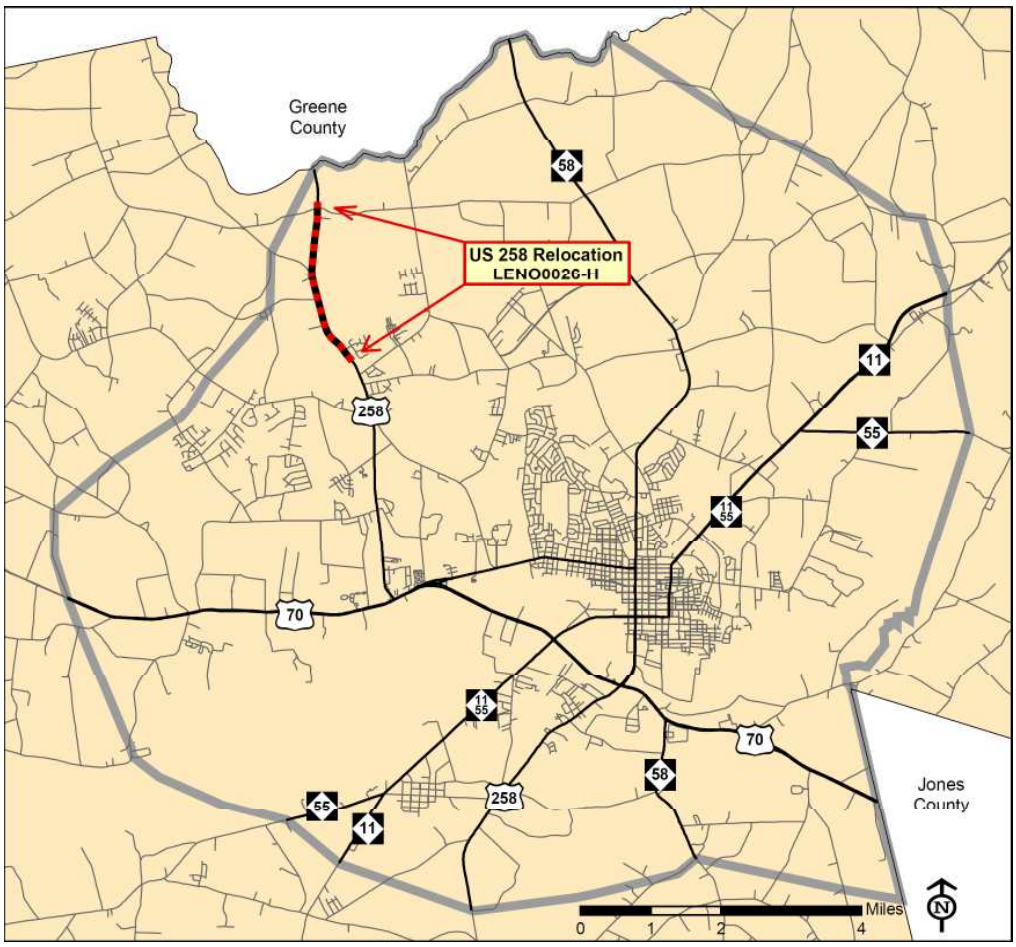
The portion of N. Queen Street in this project runs through a historically significant area of downtown, and locals would prefer reconfiguration of the street, rather than widening.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

US 258 Relocation – **ID# LENO0026-H**

Proposed GTP Northern Loop (LENO0019-H) to NC 148 (C.F. Harvey Parkway).



US 258 Relocation (LENO0026-H)
Project Map within the Kinston Planning Area Boundary

Project Recommendation

As the Global TransPark (GTP) continues to develop, there will be increasing need for an external loop facility providing comprehensive access to the complex. NC 148 (C.F. Harvey Parkway), the proposed GTP Northern Loop (LENO0019-H) and improvements to existing NC 58 from the proposed GTP Northern Loop to NC 148 (C.F. Harvey Parkway) form the southern, northern and eastern legs, respectively, of a potential GTP loop facility.

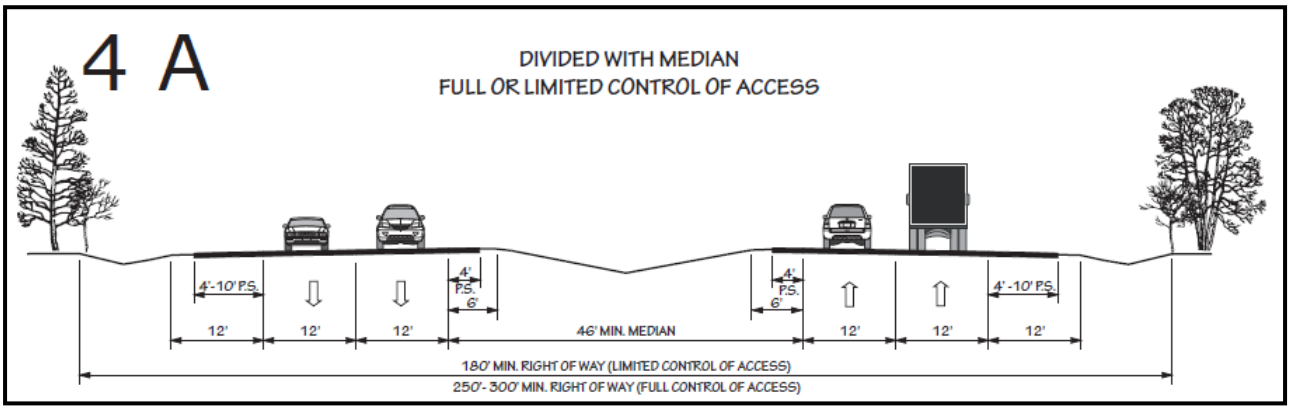
It is recommended that the existing two-lane portion of US 258 from the proposed GTP Northern Loop to NC 148 (C.F. Harvey Parkway) be improved to a four-lane divided access-controlled facility to serve as the western leg of a GTP Loop facility. The completed loop will help ensure that industrial and commercial facilities in the GTP are accessible easily with limited impact to local traffic unrelated to business at the GTP.

In addition to serving as a portion of the GTP Loop, improvements to US 258 will help address the fact that it is currently operating over capacity from the Greene County line to NC 148 (C.F. Harvey Parkway).

Linkages to Other Plans and Proposed Project History
Improvements to US 258, primarily in the form of widening, are mentioned in the unadopted 1992 Kinston Urban Area Thoroughfare Plan. The plan cites increased residential development in the northwest areas of Kinston and increased traffic due to development at the GTP. The original GTP Master Plan proposed that the western leg of the GTP Loop Facility be constructed on new location between existing US 258 and the western GTP boundary.

This project will require improvements to approximately 2.38 miles of existing road with an initial cost estimate of approximately $12,253,000.

Example Cross Section



Public/ Stakeholder Involvement
See appendix K for information on public involvement for the Kinston CTP.

Perimeter Road – Western Kinston CTP planning boundary to US 258 — ID# LENO0021-H

Project Recommendation

Development at the Global TransPark (GTP) will put a strain on Kinston's current transportation system. The result will be increased travel demand to and from the Kinston area with respect to the entire region.

To facilitate this increased travel demand, it is recommended that a four-lane, median-divided, access-controlled freeway on new location be constructed to connect the US 70 Goldsboro Bypass to US 258 northwest of the GTP. An interchange facility will be necessary where Perimeter Road meets US 258.

The project will provide efficient access between the GTP and I-95 and US 70 to the west, and can alleviate some of the burden on Kinston's local streets.

The Perimeter Road project (local ID LENO0021-H) will connect to the GTP external loop formed by portions of US 258, NC 58, NC 148 (C.F. Harvey Parkway) and the proposed GTP Northern Loop (LENO0019-H). This can help provide efficient access to anywhere around the GTP from the west.

Linkages to Other Plans and Proposed Project History

Perimeter Road appears in the 1999 Lenoir County Thoroughfare Plan and the Global TransPark Master Plan.

Public/ Stakeholder Involvement

See appendix K for information on public involvement for the Kinston CTP.

Bicycle Recommendations

Development at the Global TransPark (GTP), including the extension of the GTP runway, has affected some of the Lenoir County bicycle facilities. While there are no recommendations for new facilities in this report, future studies should address bicycle facilities near the GTP. See figure 1, sheet 3 and figure 8.

Implementation

The Comprehensive Transportation Plan (CTP) is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the local policy boards and citizens of Kinston. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Eastern Carolina RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

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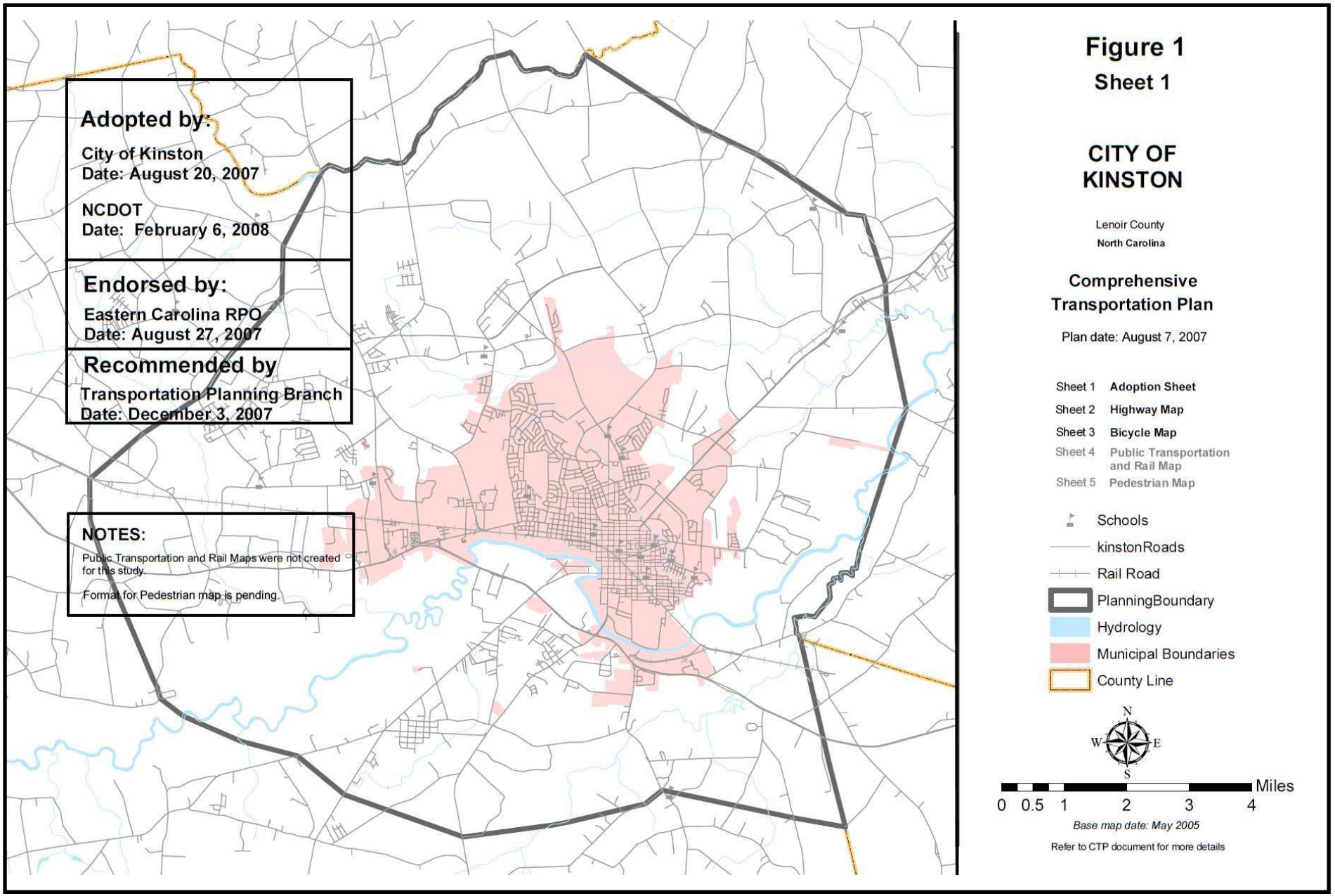
Adopted by:
City of Kinston
Date: August 20, 2007
NCDOT
Date: February 6, 2008
Endorsed by:
Eastern Carolina RPO
Date: August 27, 2007
Recommended by
Transportation Planning Branch
Date: December 3, 2007
NOTES:
Public Transportation and Rail Maps were not created for this study.
Format for Pedestrian map is pending.
Figure 1
Sheet 1
CITY OF KINSTON
Lenoir County
North Carolina
Comprehensive Transportation Plan
Plan date: August 7, 2007
Sheet 1 Adoption Sheet
Sheet 2 Highway Map
Sheet 3 Bicycle Map
Sheet 4 Public Transportation and Rail Map
Sheet 5 Pedestrian Map
Schools
kinstonRoads
Rail Road
PlanningBoundary
Hydrology
Municipal Boundaries
County Line
N
W
E
S
Miles
0 0.5 1 2 3 4
Base map date: May 2005
Refer to CTP document for more details

Back of Figure

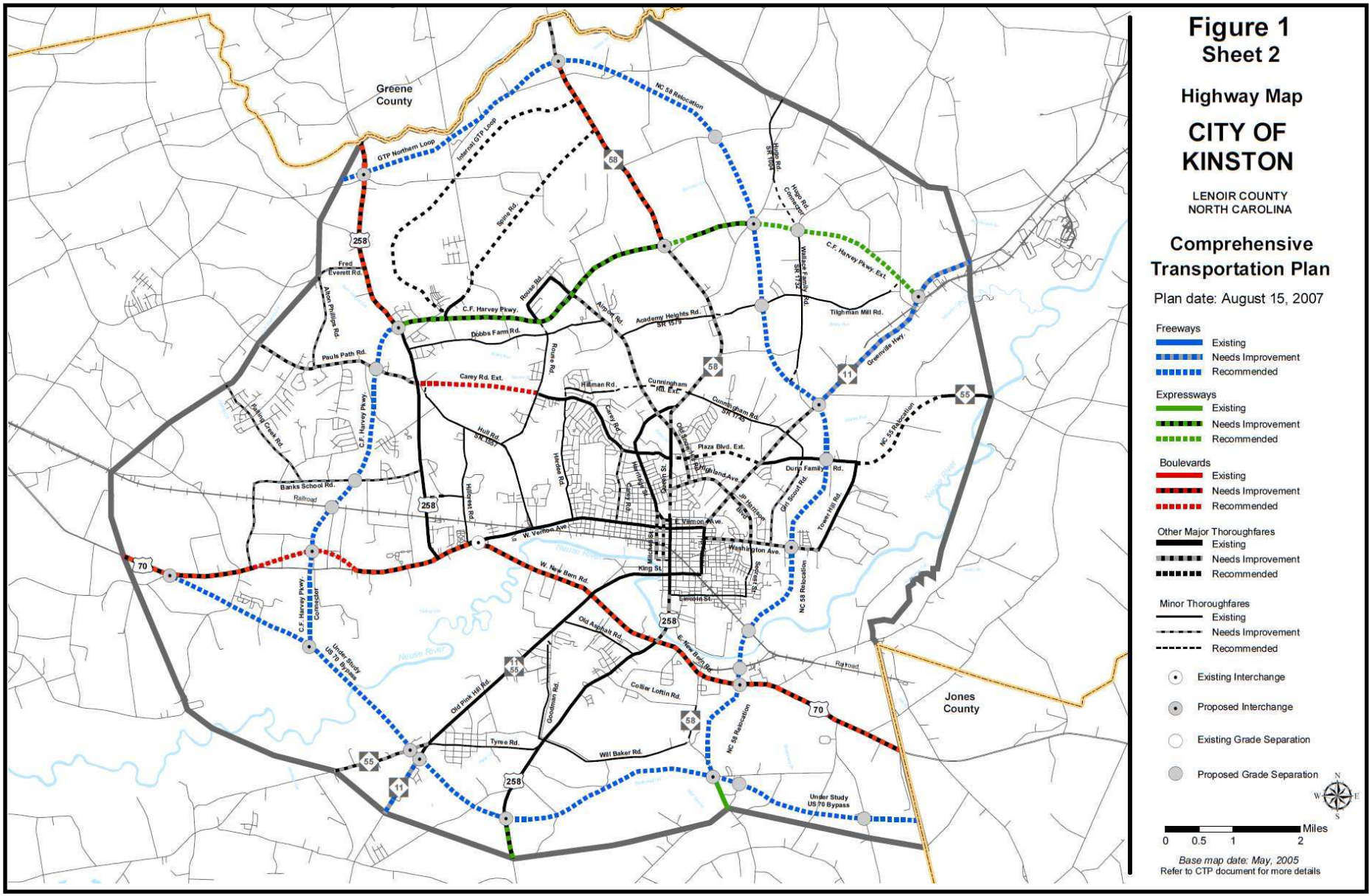

Figure 1
Sheet 2

Highway Map

CITY OF KINSTON

LENOIR COUNTY
NORTH CAROLINA

Comprehensive Transportation Plan

Plan date: August 15, 2007

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.5 1 2

Base map date: May, 2005
Refer to CTP document for more details

Back of Figure

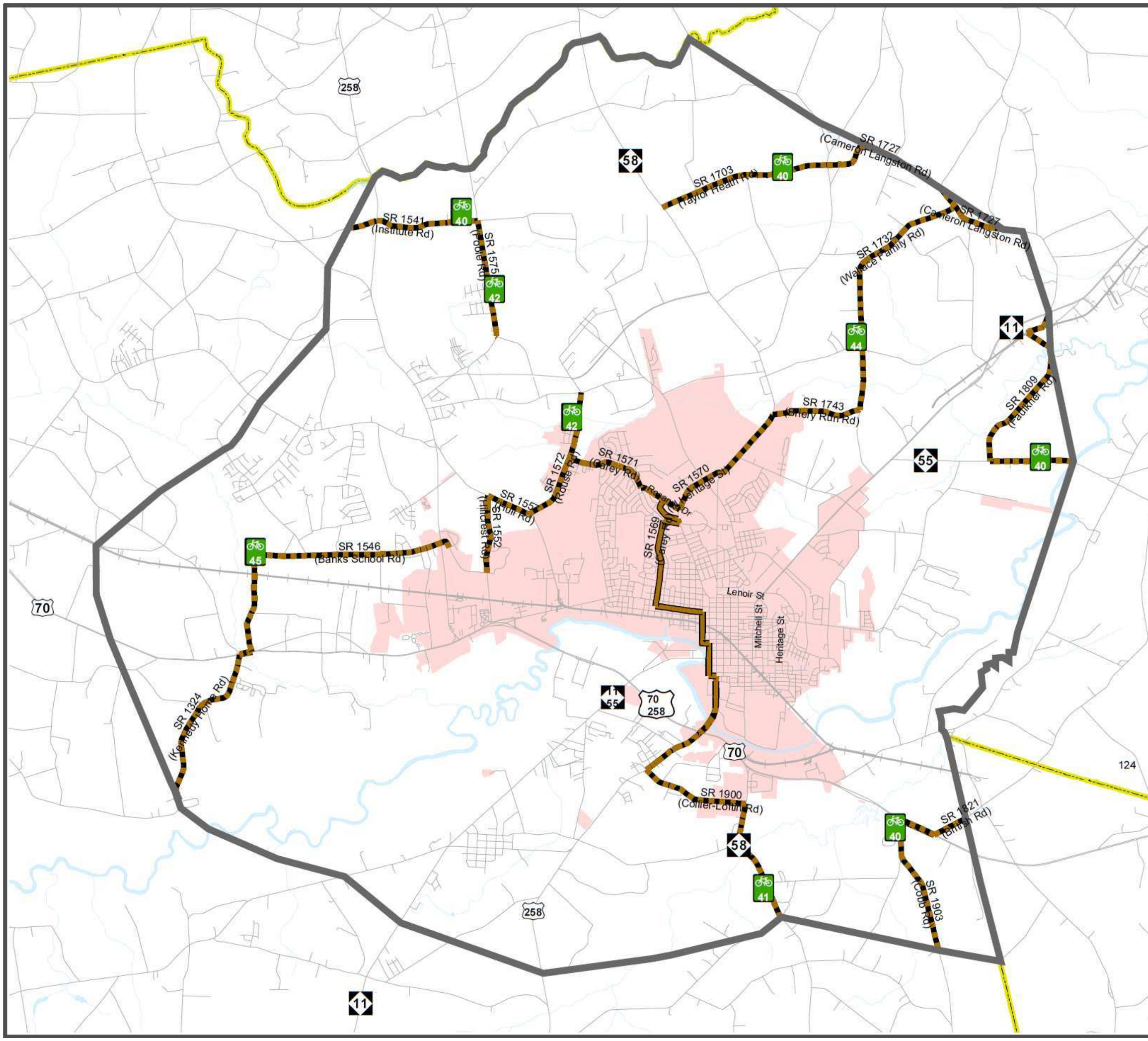

Figure 1

Sheet 3

Bicycle Map

CITY OF KINSTON

LENOIR COUNTY
NORTH CAROLINA

Comprehensive Transportation Plan

Plan date: August 7, 2007

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Existing Grade Separation

Proposed Grade Separation

0 1 2 4 Miles

N W E S

Base map date: May 2005

Refer to CTP document for more details

Back of Figure

II. Analysis of the Existing and Future Transportation System

The following are considered when developing a Comprehensive Transportation Plan (CTP):

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, or additional radial routes.

For this plan, travel demand was initially projected from 1990 to 2020 using TranPlan's travel demand model. A complete reference to the development of the Kinston model can be found in *North Carolina Global TransPark: Documentation of Travel Demand Model*. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for the future.

In 1999, Hurricane Floyd brought extreme flooding to the region. Also, the environmental permitting to extend the runway at the Global TransPark took much longer than expected. When other roadway and rail improvements were delayed, combined with outsourcing and a lagging economy, the Global TransPark did not meet its initial growth expectations. Originally, 25,000 Global TransPark employees were

projected in 2020. To create a more reasonable scenario, in 2004, it was decided to extend the future year to 2030 using the same numbers that were projected for 2020. Therefore, for the purposes of this plan, 25,000 employees are expected in 2030.

Existing and future travel demand is compared to existing roadway capacities in order to get an idea of how the transportation system currently functions and how it may function with or without improvements. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figure 2 for future capacity deficiencies.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, public transit, recreational travelers, and truck traffic;
- Access control, including interchanges, driveways and intersecting streets, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road, such as morning or evening "rush hour" traffic;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which travelers begin to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

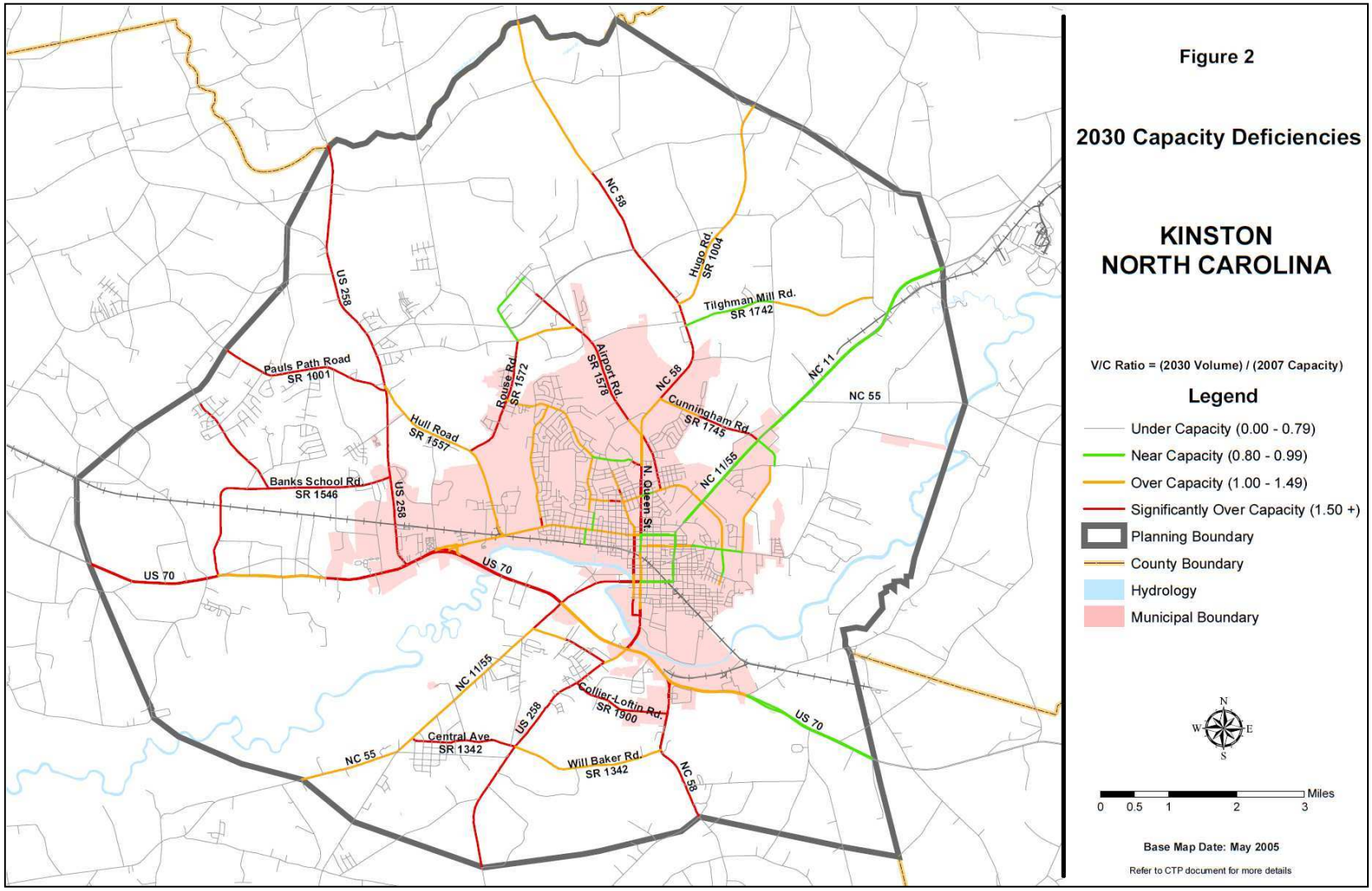
Figure 2
2030 Capacity Deficiencies
KINSTON
NORTH CAROLINA
V/C Ratio = (2030 Volume) / (2007 Capacity)
Legend
Under Capacity (0.00 - 0.79)
Near Capacity (0.80 - 0.99)
Over Capacity (1.00 - 1.49)
Significantly Over Capacity (1.50 +)
Planning Boundary
County Boundary
Hydrology
Municipal Boundary
N
W
E
S
Miles
0 0.5 1 2 3
Base Map Date: May 2005
Refer to CTP document for more details
NC 58
Hugo Rd. SR 1004
Tilghman Mill Rd. SR 1742
US 258
Pauls Path Road SR 1001
Rouse Rd. SR 1572
Airport Rd. SR 1578
NC 58
NC 11
NC 55
Cunningham Rd. SR 1745
Hull Road SR 1557
Banks School Rd. SR 1546
US 258
N. Queen St.
NC 11/55
US 70
US 70
NC 11/55
Collier-Loftin Rd. SR 1900
US 70
US 258
Central Ave. SR 1342
NC 55
Will Baker Rd. SR 1342
NC 58

Back of Figure

Bridge Deficiency Assessment

Bridges are vital to every transportation system. They represent the highest unit investment of all elements in the system and have the greatest potential of all highway failures for disruption of community welfare and potential loss of life. For these reasons, it is imperative that bridges be constructed to the same high design standards as the system of which they are a part.

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Ten deficient bridges were identified within the planning area and are illustrated in Figure 3. Refer to Appendix F for more detailed information.

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods. Rail will play in increasingly important role in Kinston in the near future, particularly with respect to the Global TransPark (GTP). A rail spur will connect the GTP to the North Carolina Railroad line between US 258 and Hillcrest Road (SR-1552) approximately 0.4 miles north of existing US 70.

At the time of the adoption of the plan (2007), NCDOT had committed to studying a rail spur to the GTP, which has since been finalized. Since the rail plan was being developed, the CTP Public Transportation and Rail map was deferred, and is not included in this study.

The rail spur should allow Spirit Aerosystems to receive, build and ship out aircraft components. The rail spur will connect Spirit's planned manufacturing facilities to the North Carolina Railroad's east-west line that runs through the center of Kinston. The rail improvements should make it easier to attract major industrial tenants.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT’s Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the transportation planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

A pedestrian plan was approved for the area after this CTP study was conducted. That plan may be incorporated into the next study.

Inventories of existing bicycle facilities for the planning area are presented on Sheet 3 of Figure 1. The Lenoir County Bicycle Plan was utilized in the development of these elements of the CTP. However, during some transportation improvements, like the extension of the Global TransPark runway, and the construction of NC 148 (CF Harvey Parkway), some bicycle links were broken and have yet to be reconnected using other routes. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments. Refer to Appendix A for contact information. For the "Bicycling Lenoir County" bike map, see Appendix J, or visit http://www.ncdot.gov/travel/mappubs/bikemaps/default.html

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the *Greater Kinston Urban Area Growth Plan* was used to meet this requirement and is included in Appendix I.

Land use refers to the physical patterns of activities and functions within an area. Travel demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such

as fast food restaurants and service stations; all other commercial establishments would be considered retail.

- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Kinston is expected to grow significantly in and around the GTP. As industrial manufacturing concerns continue to develop within the GTP and more jobs are created, there will be increased need for additional housing and associated commercial development in and around Kinston. Many of the recommended transportation system improvements in the Kinston Comprehensive Transportation Plan are in response to these projected increases in commercial and residential land use.

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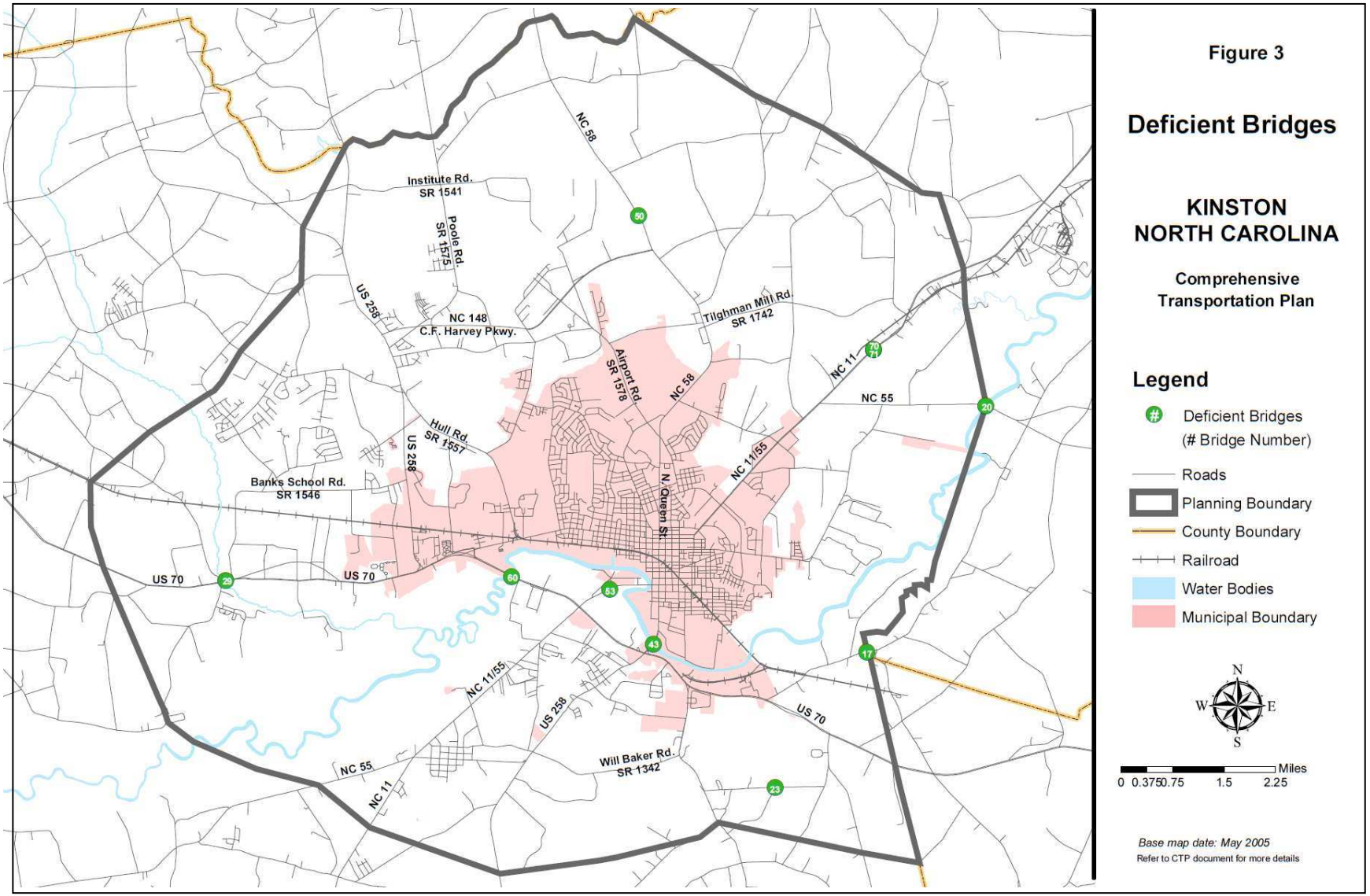


Figure 3
Deficient Bridges
KINSTON
NORTH CAROLINA
Comprehensive
Transportation Plan
Legend
Deficient Bridges
(# Bridge Number)
Roads
Planning Boundary
County Boundary
Railroad
Water Bodies
Municipal Boundary
N
W
E
S
Miles
0 0.375 0.75 1.5 2.25
Base map date: May 2005
Refer to CTP document for more details
Institute Rd.
SR 1541
Poole Rd.
SR 1575
NC 58
US 258
NC 148
C.F. Harvey Pkwy.
Tilghman Mill Rd.
SR 1742
Airport Rd.
SR 1578
NC 58
NC 11
NC 55
Hull Rd.
SR 1557
US 258
Banks School Rd.
SR 1546
N. Queen St.
NC 11/55
US 70
US 70
NC 11/55
US 258
US 70
NC 55
NC 11
Will Baker Rd.
SR 1342
50
20
29
60
53
43
17
23

Back of Figure

Consideration of Natural and Human Environment

In recent years, environmental considerations have come to the forefront of the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 1 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following table utilizing the best available data. Environmental features occurring within Kinston are shown in Figure 4.

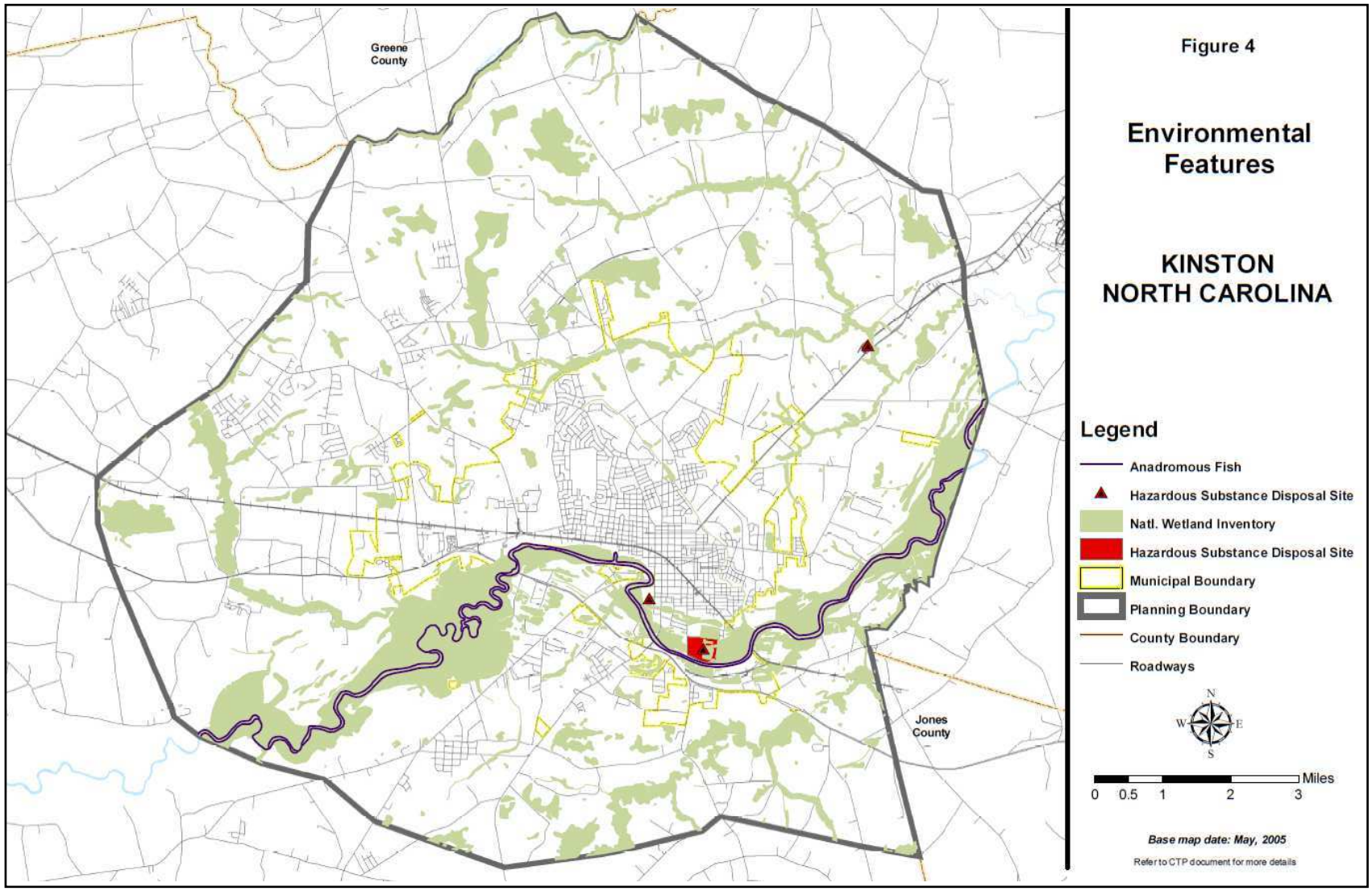
Table 1 – Environmental Features

- Air Quality Pollution Discharge Points
- Ambient Water Quality Monitoring Sites
- Anadromous Fish Spawning Areas
- Animal Operation Permits
- Cemeteries
- Churches
- Citizen Water Quality Monitoring Sites
- Conservation Easements, US Fish & Wildlife Service
- Conservation Tax Credit Properties
- National Wetlands Inventory
- Significant Aquatic Endangered Species Habitats
- Solid Waste Facilities
- State Parks
- Federal Land Ownership
- Groundwater Incidents, unverified
- Groundwater Recharge/Discharge
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- High Quality Water and Outstanding Resource Water Management Zones
- Land Trust Conservation Properties
- Land Trust Priority Areas
- Macrosite Boundaries
- Megasite Boundaries
- Submersed Rooted Vasculars
- Trout Streams (DWQ)
- Water Distribution Systems – Water Treatment Plants
- Water Supply Watersheds
- Well Ground Water Intakes

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- Archaeological Sites
- Dedicated Nature Preserves and Registered Heritage Areas
- Historic National Register Districts
- Historic National Register Structures
- Historic Study List Districts Historic Study List Structures
- Managed Areas National Heritage Element Occurrences
- Significant Natural Heritage Areas


Greene
County
Jones
County
Figure 4
Environmental
Features
KINSTON
NORTH CAROLINA
Legend
Anadromous Fish
Hazardous Substance Disposal Site
Natl. Wetland Inventory
Hazardous Substance Disposal Site
Municipal Boundary
Planning Boundary
County Boundary
Roadways
N
W
E
S
Miles
0 0.5 1 2 3
Base map date: May, 2005
Refer to CTP document for more details

Back of Figure

Public Involvement/ Study History

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

Based on citizens' concerns over the proposed Aviation Boulevard and the proposed US 70 Bypass, the 1992 Thoroughfare Plan was not mutually adopted. The city of Kinston adopted a revised version of the 1992 plan that deleted the two controversial projects. The revised plan was not mutually adopted by NCDOT.

The NC Global TransPark (GTP) considerably changed the outlook for the area, so the Kinston Thoroughfare Plan was revisited in late 1996. Considerable study was completed on the new volumes projected to be generated by the GTP.

Tiffany Street Extension, a project on the 1992 Thoroughfare Plan, was dropped from the study, mainly due to liability. The project crossed an inactive landfill that was near the Neuse River. In May, 1997, the Attorney General's office advised dropping the proposal.

In April, 1997, the Kinston town planner mentioned that the Wyse Fork Civil War Battleground was near one of the proposed alignments for the Kinston Bypass. Since the site was not on the National Register of Historical Places, NCDOT historians investigated the site. In October, 1997, the evaluation concluded that the site was potentially eligible for the National Register of Historic Places. The Kinston study was revised to ensure that any projects avoided this historical resource.

While CTP for the city of Kinston was underway, a separate study was being conducted for Lenoir County, resulting in the Lenoir County Thoroughfare Plan. A public hearing was held on the Lenoir County Thoroughfare Plan on February 2, 1998, and eventually adopted by both Lenoir County and the North Carolina Department of Transportation.

A public meeting was held on the draft Kinston Thoroughfare Plan on June 11, 1998. Once again there was considerable opposition to the Aviation Boulevard proposal as it had the same alignment as in the 1992 plan. At the same time, considerable work was ongoing concerning what was then called Crescent Road, and now referred to as NC 148 (C.F. Harvey Parkway). NC 148 has been constructed, and an extension is proposed in the current plan.

In early 1999, an alternative to Aviation Boulevard was developed. The NCDOT Roadway Design Branch developed a functional design of the area (See Figure 7, Foster Boulevard). In November, 1999, the director for the Caswell Center wrote a letter to NCDOT stating that they were not opposed to the construction of Aviation Boulevard through Caswell Center property. Due to previous controversy, Aviation Boulevard was renamed Foster Boulevard.

In September, 1999, Hurricane Floyd struck the region, causing a several year delay to transportation planning and construction as the locals recovered from widespread flooding.

There was a drop-in session on the draft Thoroughfare Plan on July 8, 2003. There was no considerable public comment at this meeting.

On February 18, 2004, an update was given to the Kinston City Council on the draft Thoroughfare Plan. The map was roughly the same as shown previously, but some revisions to NC 148 (C.F. Harvey Parkway) and some five-lane sections were changed to four-lane divided facilities, including Foster Boulevard.

After this date, due to a change in state law, the thoroughfare plan was replaced by a multimodal Comprehensive Transportation Plan. The thoroughfare plan was redrawn in the new CTP format.

Presentations of the draft Kinston CTP and study progress were made to the Kinston City Council on November 20, 2006, March 5, 2007 and July 16, 2007. A presentation of the draft Kinston CTP was made to the Lenoir County Commissioners on March 19, 2007.

With the Kinston City Council, the Lenoir County Transportation Committee reviewed the CTP on August 8, 2007.

The Kinston City Council adopted the plan on August 20, 2007. The NCDOT adopted the plan on February 6, 2008, and the Eastern Carolina RPO endorsed the plan on August 27, 2007.

Each public meeting of the Kinston City Council and Lenoir County Commissioners was publicized using established public involvement guidelines.

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU
(1-877-368-4968)
https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

Eugene A. Conti, Jr., Ph.D.
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 733-2520
gconti@ncdot.gov
http://www.ncdot.org/about/leadership/secretary.html

Board of Transportation Members

Hugh Overholt
1001 College Court
New Bern, NC 28562
(252) 672-5462
hoverholt@ncdot.gov

Leigh McNairy
Post Office Box 189
Kinston, NC 28502
(252) 522-5963
lmcnairy@tidewater-transit.com

http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

Mr. C.E. (Neil) Lassiter, Jr., PE
105 Pactolus Hwy. (NC 33)
PO Box 1587

Greenville, 27835
(252) 830-3490
nlassiter@ncdot.gov
http://www.ncdot.gov/doh/operations/division2/welcome/

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Ms. Betty Ann Caldwell, PE
105 Pactolus Hwy. (NC 33)
PO Box 1587
Greenville, 27835
(252) 830-3490
bacaldwell@ncdot.gov

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Mr. Ed Eatmon, PE
105 Pactolus Hwy. (NC 33)
PO Box 1587
Greenville, 27835
(252) 830-3490
beatmon@ncdot.gov

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Mr. Steven J. Hamilton, PE, CPM
1712 North Memorial Drive.
PO Box 1587
Greenville, 27835
(252) 830-3490
shamilton@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Mr. Dwayne Alligood, PE
105 Pactolus Hwy. (NC 33)

PO Box 1587
Greenville, 27835
(252) 830-3490
dalligood@ncdot.gov

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

Mr. John Rouse, PE
105 Pactolus Hwy. (NC 33)
PO Box 1587
Greenville, 27835
(252) 830-3490
jrouse@ncdot.gov

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

Mr. Preston Hunter, PE
1629 Hwy. 258 South
Kinston, 28504
(910) 592-6174
phunter@ncdot.gov

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services.

1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 733-4705
http://www.ncdot.gov/doh/preconstruct/tpb/

Eastern Carolina Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

Mr. Alex Rickard

P.O. Box 1717
New Bern, NC 28563-1717
(252) 638-3185 Ext. 3001
arickard@eccog.org
http://www.eccog.org/document.asp?document_name=rpo/ecrpo

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

Mr. Don Voelker
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-0951
djvoelker@ncdot.gov
https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-3141
http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Office

Contact the Secondary Roads Office for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center
Raleigh, NC 27699-1535
(919) 733-3250
http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center
Raleigh, NC 27699-1534
(919) 733-2039
http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center
Raleigh, NC 27699-1550
(919) 733-4713
http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center
Raleigh, NC 27699-1553
(919) 733-7245
http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center
Raleigh, NC 27699-1552
(919) 807-0777
http://www.ncdot.gov/transit/bicycle/

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 733-4362
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center
Raleigh, NC 27699-1584
(919) 250-4001
http://www.ncdot.gov/doh/preconstruct/highway/

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/en/CommunityServices/

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Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/.

Facility Type Definitions

- **Freeways**
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed

- **Expressways**
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
  - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median *(US and NC routes may have less than four lanes)*
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing "Off Road" facilities and "Multi-use Paths" are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where "Off Road" facilities and "Multi-use Paths" are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.
- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT Geographic Information Systems records. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using TranPlan's travel demand model, as documented in Chapter II *"Roadway System Analysis."*
- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2030 AADT E+C' is an estimate of the volume in 2030 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the Transportation Improvement Program (TIP). The '2030 AADT with CTP' is an estimate of the volume in 2030 with proposed CTP improvements assumed to be in place. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter II.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY

Local ID	Facility	Section (From - To)	Dist. (mi)	2007 Existing System						2030 Proposed System					CTP Classification	Tier
				Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 70															
		WPB - US 70 Relocation	2.55	48	4 divided	240	55	40,000	18,000	65,500	65,500	ADQ	ADQ	ADQ	B	Sta
		US 70 Relocation - US 70	1.68	48	4 divided	240	55	40,000	20,000	54,200	42,700	ADQ	ADQ	ADQ	B	Sta
		US 70 - WCL Kinston	0.45	48	4 divided	240	55	40,000	22,000	64,100	29,000	ADQ	ADQ	ADQ	B	Sta
		WCL Kinston - US 258	0.37	48	4 divided	240	55	29,000	28,000	64,100	32,400	ADQ	ADQ	ADQ	B	Sta
		US 258 - US 70 Business	0.42	48	4 divided	240	55	29,000	40,000	57,100	29,000	ADQ	ADQ	ADQ	B	Sta
		US 70 Business - NC 11	1.81	48	4 divided	150	55	28,000	28,000	52,300	26,200	ADQ	ADQ	ADQ	B	Sta
		NC 11 - ECL Kinston	1.08	48	4 divided	210	55	29,000	21,000	40,000	10,400	ADQ	ADQ	ADQ	B	Sta
		ECL Kinston - US 258	0.15	60	5	-	55	28,000	-	40,100	10,400	ADQ	ADQ	ADQ	B	Sta
		US 258 - NC 58	0.79	86	7	150	55	40,200	27,000	51,100	30,800	ADQ	ADQ	ADQ	B	Sta
		NC 58 - ECL Kinston	1.27	48	4 divided	200	45	29,000	18,000	31,900	12,400	ADQ	ADQ	ADQ	B	Sta
		WCL Kinston - Jones Co.	1.10	48	4 divided	200	55	40,000	15,000	31,900	10,900	ADQ	ADQ	ADQ	B	Sta
	US 70 Business (Queen Street)															
		US 70 - 2nd Bridge	0.38	48	4 divided	150	35	34,000	16,000	57,200	36,900	ADQ	ADQ	ADQ	MaT	Sta
		2nd Bridge - 3rd Bridge	0.31	64	5	100	35	32,200	-	56,100	20,500	ADQ	ADQ	ADQ	MaT	Sta

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		3rd Bridge - Springhill	0.07	64	4 parking	100	35	19,000	-	21,600	21,400	ADQ	ADQ	ADQ	MaT	Sta
		Springhill - NC 11	0.33	65	4 parking	80	45	20,000	13,000	22,700	18,100	ADQ	ADQ	ADQ	MaT	Sta
		NC 11 - Peyton	0.42	56	4 parking	80	20	20,000	9,800	20,700	23,700	ADQ	ADQ	ADQ	MaT	Reg
		Peyton - Vernon	0.25	60	4 parking	80	25	20,000	10,000	19,400	17,300	ADQ	ADQ	ADQ	MaT	Reg
	US 70 Business (Vernon Avenue)															
		US 70 - Hardee Rd.	1.41	64	5	100	35	29,200	22,000	40,900	35,000	ADQ	ADQ	ADQ	MaT	Reg
		Hardee Rd. - Herritage St.	1.36	59	5	70	35	28,600	20,500	21,000	17,900	ADQ	ADQ	ADQ	MaT	Reg
		Herritage St. - NC 58	0.19	64	5	80	35	28,600	-	23,700	12,200	ADQ	ADQ	ADQ	MaT	Reg
	US 70 Bypass (Proposed)															
R-2553		US 70 - EPB	13.71	-	-	-	-	-	-	-	32,000	54,000	4A	300	F	Sta
	US 258															
		Greene Co. - C.F. Harvey Pkwy	3.04	24	2	120	55	8,400	8,500	26,600	27,200	27,500	ADQ	ADQ	B	Reg
		C.F. Harvey Pkwy - Dobbs Farm Rd.	0.36	24	2	120	55	10,500	13,000	42,680	27,700	27,500	ADQ	ADQ	MaT	Reg
		Dobbs Farm Rd. - US 70	2.95	60	5	-	55/35	30,000	14,000	45,600	27,500	ADQ	ADQ	ADQ	MaT	Reg
		US 70 - Queen St.	-	(common to US 70)												
		US 70 - Old Asphalt	0.32	89	6	150	45/55	36,000	10,000	39,600	15,400	ADQ	ADQ	ADQ	MaT	Reg

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		Old Asphalt - Collier Lof.	0.49	38	3	120	55	19,000	9,200	35,900	13,000	ADQ	ADQ	ADQ	MaT	Reg
		Collier Lof. - SPB	1.81	24	2	100	55	8,400	8,900	21,100	15,100	ADQ	ADQ	ADQ	MaT/E	/Sta
	US 258 Business (Vernon Avenue)															
		US 70 - NC 58	-	(common to US 70 Business (Vernon Avenue))												
	US 258 Business (Queen Street)															
		Vernon Ave. - US 70	-	(common to US 70 Business (Queen Street))												
	NC 11															
		NPB - NC 55	2.80	48	4	120	55	40,000	13,500	37,600	34,700	ADQ	ADQ	ADQ	F	Sta
		NC 55 - Mewborn Ave.	1.45	48	4	120	45/55	40,000	15,000	37,200	27,400	ADQ	ADQ	ADQ	F	Sta
		Mewborn Ave. - Liberty Hill Rd.	0.90	48	4	120	35/45/ 55	40,000	14,000	31,900	24,700	ADQ	ADQ	ADQ	F	Sta
		Liberty Hill Rd. - Grainger Ave.	0.16	48	4	120	35	40,000	16,000	29,700	24,500	ADQ	ADQ	ADQ	F	Sta
		Grainger Ave. - King St.	-	(common to NC 11 (Tiffany Street))												
		Tiffany St. - Queen St.	-	(common to NC 11 (King Street))												
		Queen St. - Neuse River	-	(common to NC 11 (King Street))												
		Neuse River - US 70	1.13	52	4	150	45	26,000	13,000	42,400	28,800	ADQ	ADQ	ADQ	MaT	Sta

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		US 70 - SR 1351	0.57	60	5	80	55	22,000	19,000	43,200	23,600	ADQ	ADQ	ADQ	MaT	Sta
		SR 1351 - NC 55	2.62	60	5	80	55	33,500	14,000	35,500	19,700	ADQ	ADQ	ADQ	MaT	Sta
		NC 55 - SPB	0.19	60	5	160	55	33,500	10,000	17,500	17,500	ADQ	ADQ	ADQ	F	Sta
	NC 11 (King Street)															
		City Limits - Queen St.	0.15	60	5	80	35	18,000	9,700	37,600	26,300	ADQ	ADQ	ADQ	MaT	Sta
		Queen St. - Tiffany St.	0.50	46	4	100	35	18,000	9,700	16,000	14,000	ADQ	ADQ	ADQ	MaT	Sta
	NC 11 (Tiffany Street)															
		Grainger Ave. - Washington Ave.	0.27	45	4	60	35	30,000	14,000	26,000	12,000	ADQ	ADQ	ADQ	MaT	Sta
		Washington Ave. - King St.	0.52	60	5	80	35	30,000	12,000	26,000	13,900	ADQ	ADQ	ADQ	MaT	Sta
	NC 55															
		EPB - NC 11	1.20	24	2	60	55	9,500	3,000	4,700	-	ADQ	ADQ	ADQ	MaT	Reg
		NC 11 - Grainger Ave.	-	(common to NC 11)												
		Grainger Ave. - Vernon Ave.	-	(common to NC 11 (Tiffany Street))												
		Vernon Ave. - King St.	-	(common to NC 11 (Tiffany Street))												
		Tiffany St. - Queen St.	-	(common to NC 11 (King Street))												
		Queen St. - City Limits	-	(common to NC 11 (King Street))												

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		City Limits - US 70	-	(common to NC 11)												
		US 70 - NC 11/NC 55 Split	-	(common to NC 11)												
		NC 11/NC 55 Split - WPB	0.19	24	2	60	55	8,400	4,700	10,700	10,700	ADQ	ADQ	ADQ	MaT	Reg
LENO0023-H	**NC 55 Relocation**															
		SR 1811 - NC 55	1.74	(common to NC 11)												
	NC 58															
		Greene County - SR 1541	2.40	24	2	60	55	8,400	3,800	12,300	12,000	ADQ	ADQ	ADQ	MaT/B	Reg
		SR 1541 - SR 1579	2.87	24	2	60	55	8,400	4,300	21,400	17,800	ADQ	ADQ	ADQ	B/MaT	Reg
		SR 1579 - Cunningham Rd.	1.23	24	2	100	45/55	8,400	-	21,200	18,500	ADQ	ADQ	ADQ	Ma T	Reg
		Cunningham Rd. - Herritage St.	0.30	36	3	100	45	15,000	11,000	19,200	17,200	ADQ	ADQ	ADQ	Ma T	Reg
		Herritage St. - Vernon Ave.	-	common to NC 58 (Queen St.												
		Vernon Ave. - King St.	-	(common to US 70 (Queen St.))												
		King St. - US 70	-	(common to US 70 (Queen St.))												
		US 70 Bypass - US 58/US 70 Split	-	(common to US 70)												
		US 58/US 70 Split - SPB	1.80	24	2	60	50/55	8,400	9,400	22,200	15,300	ADQ	ADQ	ADQ	MiT/E	Reg
	NC 58 (Queen St.)															

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HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		Herritage St. - Plaza Blvd	0.73	48	4	100	35	12,000	5,200	14,700	11,500	ADQ	ADQ	ADQ	MaT	Reg
		Plaza Blvd - Vernon Ave.	1.03	48	4	100	35	12,000	10,700	23,600	22,300	ADQ	ADQ	ADQ	MaT	Reg
		Vernon Ave. - King St.	-	(common to US 70 (Queen St.))												
		King St. - US 70	-	(common to US 70 (Queen St.))												
LENO0001A-H	**NC 58 Relocation**															
LENO0001B-H		US 58 - US 70 Bypass	1.21	-	-	-	-	-	-	-	14,800	54,000	4A	300	F	Sta
LENO0001C-H		US 70 Bypass - SR 1810	2.32	-	-	-	-	-	-	-	29,300	54,000	4A	300	F	Sta
		SR 1810 - NC 11	2.31	-	-	-	-	-	-	-	18,700	54,000	4A	300	F	Sta
		NC 11 - C.F Harvey Pkwy	3.15	-	-	-	-	-	-	-	-	54,000	4A	300	F	Sta
		C.F Harvey Pkwy - NC 58	4.00	-	-	-	-	-	-	-	-	54,000	4A	300	F	Sta
	SR 1001 (Paul's Path Rd)															
		WPB - SR 1554	1.07	20	2	60	55	6,700	-	12,000	11,200	ADQ	ADQ	ADQ	MaT	Sub
		SR 1554 - US 258	0.84	20	2	60	55	6,700	5,100 [1]	17,300	14,500	ADQ	ADQ	ADQ	MaT	Sub
	SR 1004 (Hugo Rd)															
		NC 58 - NPB	2.52	20	2	60	55	6,500	1,800	7,700	7,900	ADQ	ADQ	ADQ	MiT	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
LENO0008-H	**Hugo Road Connector**															
		SR 1732 - SR 1004	0.95	-	-	-	-	-	-	-	-	10,400	2B	60	MiT	Sub
	SR 1342 (Central Ave.)															
		NC 11 - SR 1344	1.38	18	2	60	35/55	5,500	360 [1]	14,424	900	ADQ	ADQ	ADQ	MiT	Sub
		SR 1344 - US 258	0.07	18	2	60	55	5,500	2,200	14,424	900	ADQ	ADQ	ADQ	MiT	Sub
	SR 1342 (Will Baker Rd.)															
		NC 58 - US 258	2.24	18	2	60	55	5,500	1,600 [1]	5,800	2,200	ADQ	ADQ	ADQ	MiT	Sub
	SR 1344 (Goodman Rd.)															
		NC 11 - SR 1342	1.49	22	2	60	55	-	1,800	-	-	ADQ	ADQ	ADQ	MiT	Sub
	SR 1351(Old Asphalt Rd.)															
		NC 258 - SR 1374	0.62	18	2	60	45	9,000	680	9,200	6,800	ADQ	ADQ	ADQ	MiT	Sub
		SR 1374 - NC 11	0.50	18	2	60	45	6,700	900	10,300	5,400	ADQ	ADQ	ADQ	MiT	Sub
	SR 1544 (Falling Creek Rd.)															
		SR 1546 - SR 1634	1.61	18	2	70	55	6,100	3,800	9,500	6,700	ADQ	ADQ	ADQ	MiT	Sub
		SR 1634 - SR 1543	2.30	18	2	70	55	6,100	1,500	2,600	2,600	ADQ	ADQ	ADQ	MiT	Sub
		SR 1543 - SR 1536	1.20	18	2	70	55	6,100	740 [1]	-	-	ADQ	ADQ	ADQ	MiT	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
	SR 1546 (Banks School Rd.)															
		US 70 - SR 1544	1.97	19	2	60	55	6,100	1,900	20,200	6,400	ADQ	ADQ	ADQ	MiT	Sub
		SR 1544 - SR 1596	1.28	20	2	60	35	6,700	-	23,800	12,000	ADQ	ADQ	ADQ	MiT	Sub
		SR 1596 - US 258	0.50	20	2	60	35	6,100	8,300	23,800	12,000	ADQ	ADQ	ADQ	MiT	Sub
	SR 1557(Hull Rd.)															
		US 258 - Kinston City Limits	1.60	24	2	60	45/55	9,700	5,700	14,400	9,200	ADQ	ADQ	ADQ	MiT	Sub
		Kinston City Limits - US 70 Bus.	1.35	24	2	60	35	12,000	7,450	14,400	11,400	ADQ	ADQ	ADQ	MiT	Sub
LENO0027-H	**Hull Road Extension**															
		SR 1557 (Hull Rd) - Hardee Rd	1.32	-	-	-	-	-	-	-	-	9,700	2C	60	MiT	Sub
	SR 1569 (Carey Rd.)			*Also See SR 1571 (Carey Road)*												
		Plaza Blvd. - Walker Drive	0.82	40	2	60	35	12,200	4450 [1]	13,000	9,900	ADQ	ADQ	ADQ	MiT	Sub
		Walker Drive - Vernon	0.27	40	2	60	35	14,000	3,300	12,600	16,200	ADQ	ADQ	ADQ	MiT	Sub
	SR 1570 (Herritage St.)															
		NC 58 -Parrott Ave.	1.08		5	100	35	32,200	11,600 [1]	13,800	15,600	ADQ	ADQ	ADQ	MaT	Sub
		Parrott Ave. - Jones Ave.	0.33	44	2	60	35	14,000	-	18,900	18,400	ADQ	ADQ	ADQ	MaT	Sub

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HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		Jones Ave. - Barton	0.10	39	2	60	35	14,000	-	22,400	18,500	ADQ	ADQ	ADQ	MaT	Sub
		Barton - Mitchell	0.38	26	2	60	35	12,200	-	13,100	23,900	ADQ	ADQ	ADQ	MaT	Sub
	SR 1571 (Carey Rd)															
		Rouse Rd. - Plaza Blvd	1.67	48	4	60	35	24,400	9,300	33,000	32,600	ADQ	ADQ	ADQ	MaT	Sub
	SR 1572 (Rouse Rd.)															
		Hull Rd. - Carey Rd.	0.96	22	2	-	45	10,400	6,750	31,500	6,900	ADQ	ADQ	ADQ	MiT	Sub
		Carey Rd. - Dobbs Farm Rd.	0.89	22	2	-	45/55	8,800	3,850	21,500	15,300	ADQ	ADQ	ADQ	MiT	Sub
		Dobbs Farm Rd. - SR 1647	1.18	22	2	80	55	8,800	570	8,000	10,300	ADQ	ADQ	ADQ	MiT/ MaT	Sub
	SR 1573 (Dobbs Farm Rd.)															
		US 258 - Rouse Rd.	2.12	22	2	-	55	10,400	5,100	3,900	3,700	ADQ	ADQ	ADQ	MiT	Sub
		Rouse Rd. - Airport Rd.	0.86	22	2	70	55	8,800	5,300	9,900	6,800	ADQ	ADQ	ADQ	MiT	Sub
	SR 1578 (Airport Rd.)															
		NC 58 - Herritage St.	0.38	64	5	100	35	24,400	-	28,500	25,300	ADQ	ADQ	ADQ	MaT	Sub
		Herritage St. - SR 1573	1.60	24	2	100	35	9,700	8,150 [1]	24,100	19,700	ADQ	ADQ	ADQ	MaT	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		SR 1573 - SR 1647	0.74	20	2	100	55	9,700	2,800	16,500	12,600	ADQ	ADQ	ADQ	MaT	Sub
		One Way Section	0.27	20	1	100	55	12,000	-	3,900	3,700	ADQ	ADQ	ADQ	MaT	Sub
	SR 1647 (Jetport Rd.)															
		One Way Section	0.30	16	1	100	55	12,000	-	-	-	ADQ	ADQ	ADQ	-	Sub
	SR 1732 (Wallace Family Rd.)															
		New Location Section	0.21	-	-	-	-	-	-	-	10,600	10,400	2A	60	MiT	Sub
		New Location - Hugo Road Connector	1.98	18	2	-	-	8,400	-	-	11,500	ADQ	ADQ	ADQ	MiT	Sub
	SR 1742 (Tilghman Mill Rd.)															
		NC 58 - SR 1732	1.36	20	2	70	55	11,000	2,250 [1]	9,300	7,600	12,000	2A	60	MiT	Sub
		SR 1732 - SR 1735	1.60	20	2	70	55	11,000	1,200	15,800	14,800	12,000	ADQ	60	MiT	Sub
	SR 1745 (Cunningham Rd.)															
		NC 58 - City Limits	0.69	24	2	60	35	12,000	-	13,100	12,100	ADQ	ADQ	ADQ	MiT	Sub
		City Limits - NC 11	0.90	24	2	60	55	8,500	6,500 [1]	14,500	16,400	ADQ	ADQ	ADQ	MiT	Sub
		NC 11 - SR 1811	0.47	18	2	60	35	8,500	770	8,100	4,100	ADQ	ADQ	ADQ	MiT	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
	SR 1746 (Old Snow Hill Rd.)															
		NC 58 - Highland Ave.	0.88	41	2	60	35	10,500	5,200	21,500	20,300	ADQ	ADQ	ADQ	MaT	Sub
	SR 1747 (Highland Ave.)															
		NC 58 - Independence St.	0.20	32	3	50	35	15,000	5,650 [1]	13,800	13,200	ADQ	ADQ	ADQ	MaT	Sub
		Independence St. - Charlotte Ave.	0.34	32	3	50	35	13,800	-	16,000	15,300	ADQ	ADQ	ADQ	MaT	Sub
		Charlotte Ave. - NC 11	0.50	24	2	50	35	12,200	7,100	16,000	15,100	ADQ	ADQ	ADQ	MaT	Sub
	SR 1810 (Tower Hill Rd.)															
		SR 1812 - City Limits	0.64	20	2.00	60	35	14000	2,550	6,000	4,200	ADQ	ADQ	ADQ	MaT	Sub
		City Limits - NC 55	2.58	20	2	60	55	6,500	770	3,800	4,200	ADQ	ADQ	ADQ	MaT	Sub
	SR 1810 (Washington Ave.)															
		SR 1812 - JP Harrison Blvd	0.30	20	2	60	35	13,000	3,100 [1]	12,700	12,700	ADQ	ADQ	ADQ	MaT	Sub
		JP Harrison Blvd - Adkin Branch	0.22	24	2	60	35	10,400	3,550 [1]	10,300	9,100	ADQ	ADQ	ADQ	MaT	Sub
		Adkin Branch - Queen St.	0.96	30	2	60	35	10,400	4,250 [1]	11,600	8,300	ADQ	ADQ	ADQ	MaT	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
	SR 1812 (Girl Scout Rd.)															
		SR 1810 - NCL Kinston	0.41	18	2	60	-	7,400	-	8,100	2,500	ADQ	ADQ	ADQ	MiT	Sub
		NCL Kinston - New Alignment	0.75	18	2	60	-	7,400	-	7,400	2,200	ADQ	ADQ	ADQ	MiT	Sub
		New Alignment Section	0.25	-	-	-	-	-	-	7,400	2,200	10,000	2B	60	MiT	Sub
	SR 1845 (J.P. Harrison Blvd.)															
		NC 11 - SR 1810	0.76	24	2	90	35	12,000	3,400 [1]	13,400	11,300	ADQ	3B	ADQ	MaT	Sub
	SR 1845 (Secrest Street)															
		Washington Ave. - Cedar Ln.	0.38	36	2	90	35	16,100	2,000	14,600	6,400	ADQ	ADQ	ADQ	MiT	Sub
		Cedar Ln. - Dead End	0.13	30	2	-	-	12,200	-	14,600	2,700	ADQ	ADQ	ADQ	MiT	Sub
		Extension to Forrest St.	0.10	-	-	-	-	-	-	-	1,200	12,200	2G	60	MiT	Sub
	SR 1900 (Collier Loftin Rd.)															
		US 258 - End 35 Speed	0.38	22	2	60	55	9,400	1,900 [1]	18,000	7,900	ADQ	ADQ	ADQ	-	Sub
		End 35 Speed - NC 58	1.11	22	2	60	35	7,500	1,450 [1]	14,300	7,400	ADQ	ADQ	ADQ	-	Sub

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
LENO0028-H	**Academy Heights Rd Extension**															
		Academy Heights Rd -Tilghman Mill Rd	0.23	-	-	-	-	-	-	-	-	11,000	2A	60	MiT	Sub
	Carey Road															
		US 258 - Rouse Rd (Carey Rd. Extension)	1.77	-	-	-	-	-	-	-	25,500	32,200	4A	180	B	Sub
		Rouse Rd - Plaza Blvd	-	(common to SR 1571 (Carey Rd.))												
		Plaza Blvd - Vernon Ave	-	(common to SR 1569 (Carey Rd.))												
		Vernon Ave - Washington Ave	0.13	21	2	-	-	12,000	-	10,100	6,100	ADQ	2C	60	-	Sub
		Washington Ave - Atlantic Ave	0.09	21	2	-	-	12,000	-	9,600	4,400	ADQ	2C	60	-	Sub
	C.F. Harvey Parkway															
		US 70 Bypass - US 70 Relocation	1.42	-	-	-	-	-	-	-	25,900	-	4A	-	F	Sta
		US 70 Relocation - US 258	3.68		-	-	-	-	-	-	45,600	-	4A	-	F	Sta
		US 258 - Rouse Rd	0.89	-	-	-	55	-	-	33,000	37,300	-	4A	-	E	Sta
		Rouse Rd - NC 58	2.23	-	-	250	55	-		25,400	23,500	-	4A	-	E	Sta
LENO0018A-H		NC 58 - NC 58 Relocation	1.36	48	4	-	-	-	-	-	-	54,000	4A	300	E	Sta

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HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
LENO0018B-H		NC 58 Relocation - NC 11	2.75	-	-	-	-	-	-	-	-	-	4A	-	E	Sta
	Cunningham Rd Extension															
		Cunningham Rd. - Hilman Rd.	1.14	-	-	-	-	-	-	-	-	12,000	2B	60	MiT	Sub
	Forrest Street															
		Secrest St Extension - Lincoln St.	0.22	21	2	-	-	-	-	-	-	ADQ	ADQ	ADQ	MiT	Sub
LENO0019-H	**GTP Northern Loop**															
		US 258 - US 58	3.34	-	-	-	-	-	-	-	-	54,000	4A	300	F	Sub
	Hardee Road															
		Carey Rd - Eleanor Dr.	0.82	34	2	-	-	10,400	-	12,000	8,800	ADQ	ADQ	ADQ	MiT	Sub
		Eleanor Dr. - Sunset Ave	0.84	30	2	-	-	10,400	-	13,900	10,300	ADQ	ADQ	ADQ	MiT	Sub
		Sunset Ave - Temple Ave	0.18	24	2	-	-	10,400	-	14,800	12,100	ADQ	ADQ	ADQ	MiT	Sub
		Temple Ave - US 70 Bus.	0.17	36	3	-	-	15,000	-	31,300	28,200	ADQ	ADQ	ADQ	MiT	Sub
	Herritage Street															
		NC 58 - Mitchell	-	(common to SR 1570 (Herritage Street))												

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
		Mitchell - Vernon	0.27	26	2	60	35	12,200	-	18,000	13,900	ADQ	ADQ	ADQ	MaT	Sub
		Vernon - Caswell St.	0.59	31	2	60	35	12,600	-	22,200	15,300	ADQ	ADQ	ADQ	MaT	Sub
		Caswell St. - South St.	0.34	34	2	60	35	12,200	-	15,700	11,400	ADQ	ADQ	ADQ	-	Sub
		South St. - Dead End	0.28	22	2 unpaved	60	35	3,000	-	14,800	11,400	22,000	3B	40	-	Sub
		Extension to US 70	0.22	-	-	-	-	-	-	-	-	22,000	3B	60	-	Sub
	Highland Avenue															
		Carey Road - Rhem St.	0.28	29	2	50	35	9,000	-	11,800	9,500	ADQ	ADQ	ADQ	-	Sub
		Rhem St. - Herritage St.	0.22	26	2	50	35	9,000	-	14,100	11,500	ADQ	ADQ	ADQ	-	Sub
		58 (Queen St.)	0.28	25	2	50	35	11,500	-	13,300	12,700	ADQ	ADQ	ADQ	-	Sub
		NC 58 (Queen St.) - NC 11	-	(common to SR 1747 (Highland Avenue))												
	King Street															
		ECL Kinston - Queen St.	-	(common to NC 11 (King Street))												
		Queen St. - Tiffany St.	-	(common to NC 11 (King Street))												
	Lincoln Street															
		New York St. - Holloway Dr.	0.18	21	2	-	25	-	-	-	-	ADQ	ADQ	ADQ	MiT	Sub
		Extension to NC 58 Relocation	0.30	-	-	-	-	-	-	-	-	ADQ	ADQ	ADQ	MiT	Sub

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																
				2007 Existing System						2030 Proposed System						
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
	Mitchell Street															
		Herritage St. - Gordon St.	0.74	25	2	60	-	12,000	-	-	-	ADQ	3B	ADQ	MaT	Sub
		Extension to Herritage St.	0.20	-	-	-	-	-	-	-	-	ADQ	3B	ADQ	MaT	Sub
	Perimeter Road															
		Falling Creek - Ben Wilson Rd	2.41	-	-	-	-	-	-	-	-	54,000	4A	300		
		Ben Wilson Rd - US 258	2.13	-	-	-	-	-	-	-	-	54,000	4A	300		
	Peyton Avenue															
		Mitchell St. - NC 58	0.19	40	2	60	-	13,000	-	-	-	ADQ	ADQ	ADQ	-	Sub
		NC 58 - McLewean St.	0.10	26	2	60	-	12,200	-	-	-	ADQ	ADQ	ADQ	-	Sub
	Plaza Boulevard															
		Carey Rd - Darby Rd	0.62	60	5.00	70	35	24,000	10,200 [1]	22,600	35,400	ADQ	ADQ	ADQ	MaT	Sub
		Darby Rd - NC 58	0.16	30	2.00	70	35	13,000	-	20,200	19,500	ADQ	ADQ	ADQ	MaT	Sub
		Extension to NC 11	1.33	-	-	-	-	-	-	-	19,700	24,400	4C	110	MaT	Sub
	Queen Street															
		NC 70 - NC 11	-	(common to US 70 Business/Queen St.)												
		NC 11 - Vernon Ave	-	(common to US 70 Business/Queen St.)												
		Vernon Ave. - NCL	-	(common to US 58/Queen St.)												

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

HIGHWAY																	
				2007 Existing System						2030 Proposed System							
Local ID	Facility	Section (From - To)	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT	2030 AADT Existing	2030 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier
	Secrest Street															
		Washington Ave. - Cedar Ln.	-	(common to SR 1845/Secrest St.)												
		Cedar Ln. - Dead End	-	(common to SR 1845/Secrest St.)												
		Extension to Forrest St.	-	(common to SR 1845/Secrest St.)												
LENO0028-H	**Tilghman Mill Rd Alignment**															
		Tilghman Mill Rd - Ferrell Rd (SR 1735)	0.22	-	-	-	-	-	-	-	-	12,000	2A	60	MiT	Sub
	Tiffany Street															
		King Street - Vernon Ave.	-	(common to NC 11Business/Tiffany St.)												
		Vernon Ave. - Grainger Ave.	-	(common to NC 11/Tiffany St.)												
	Vernon Avenue															
		US 70 - NC 58	-	48	4	100/70	35	24,000	21,000	25,600	26,400	24,000	ADQ	ADQ	MaT	Reg
		NC 58 - NC 11	-	48	4	-	35	24,000	12,500	14,100	11,500	ADQ	ADQ	ADQ	MaT	Sub

[1] If AADT data was not collected in 2007, an average was taken using 2006 and 2008 data.

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Appendix D
Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

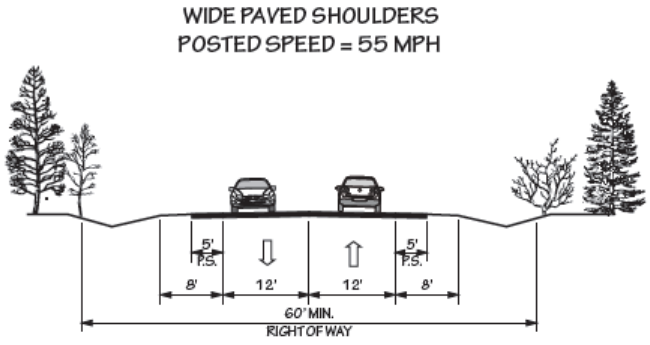
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

The following figures are guidelines for typical cross sections. Final project designs may vary.

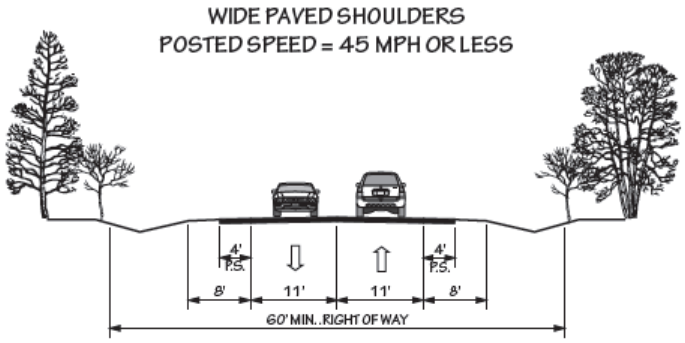
TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

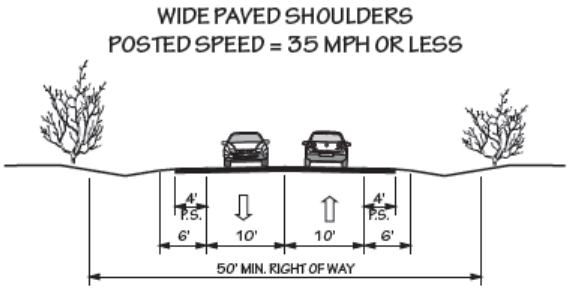
2 A



2 B



2 C

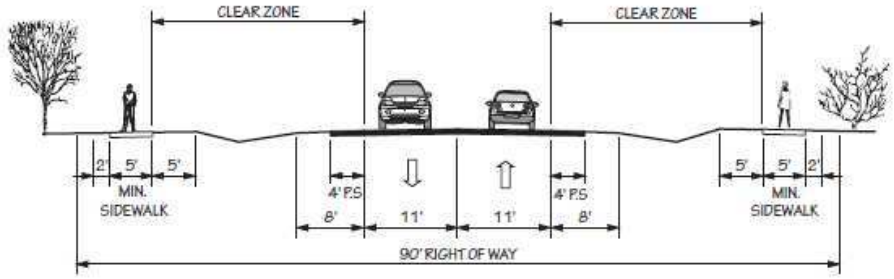


TYPICAL HIGHWAY CROSS SECTION

2 LANES

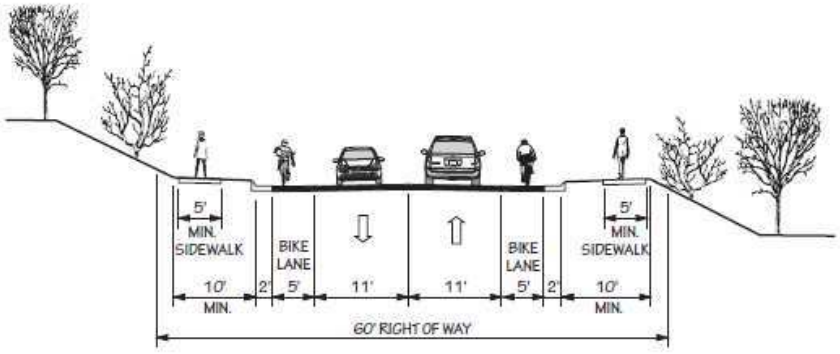
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



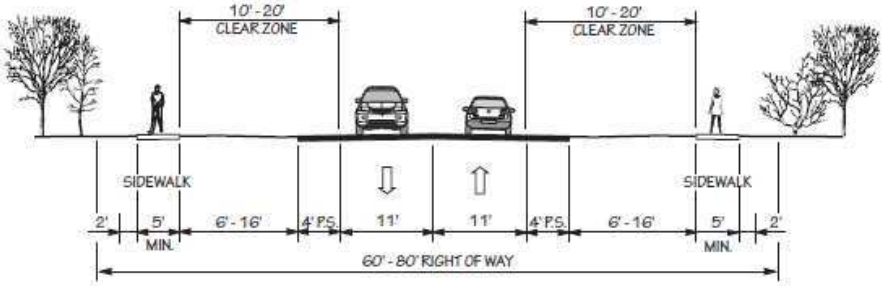
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)

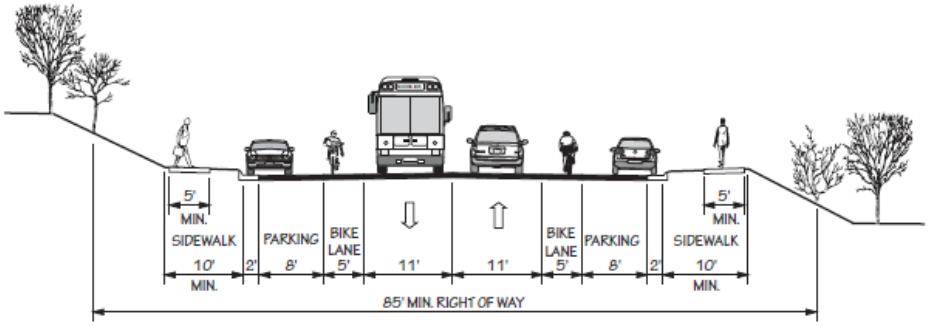


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

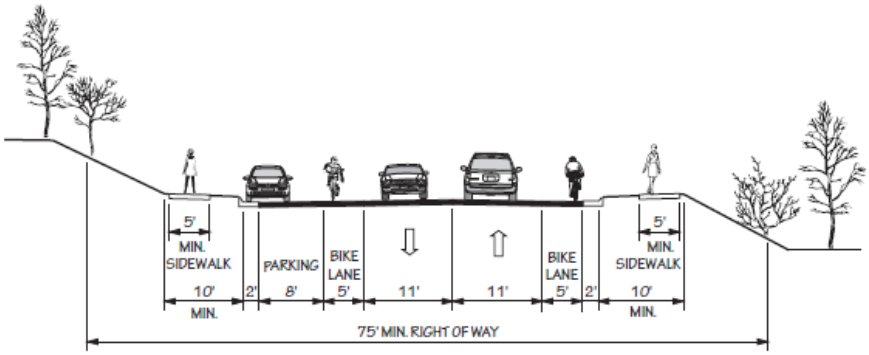
2 G

CURB & GUTTER - PARKING ON EACH SIDE



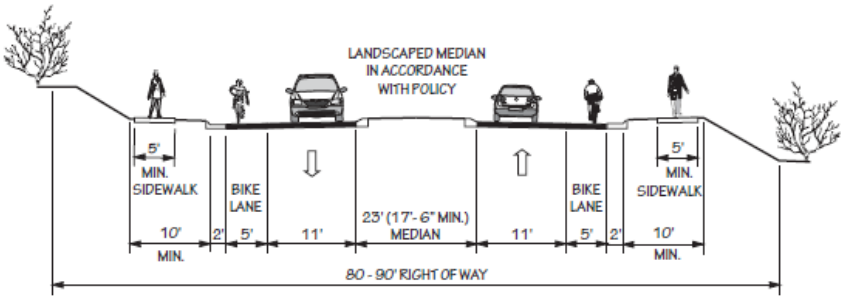
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER

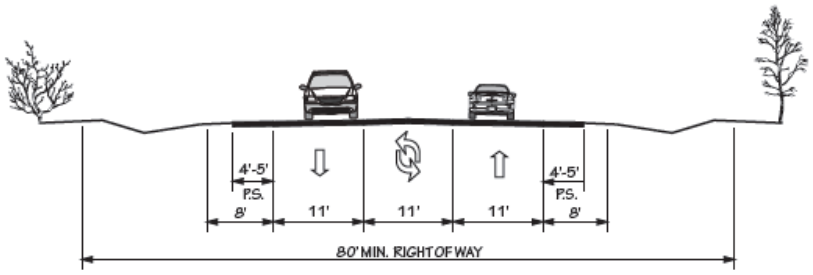


TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

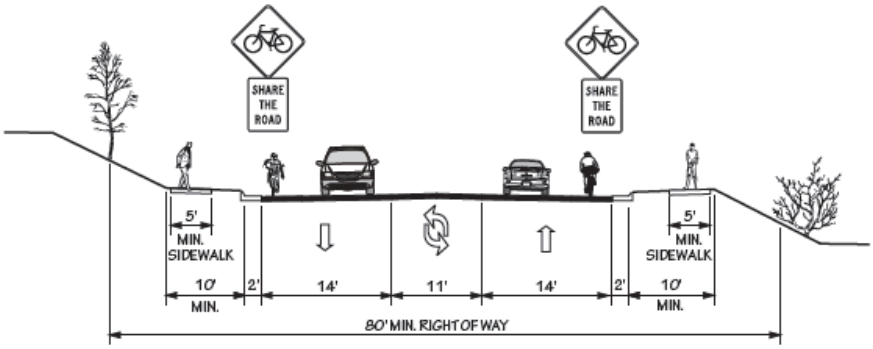
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS

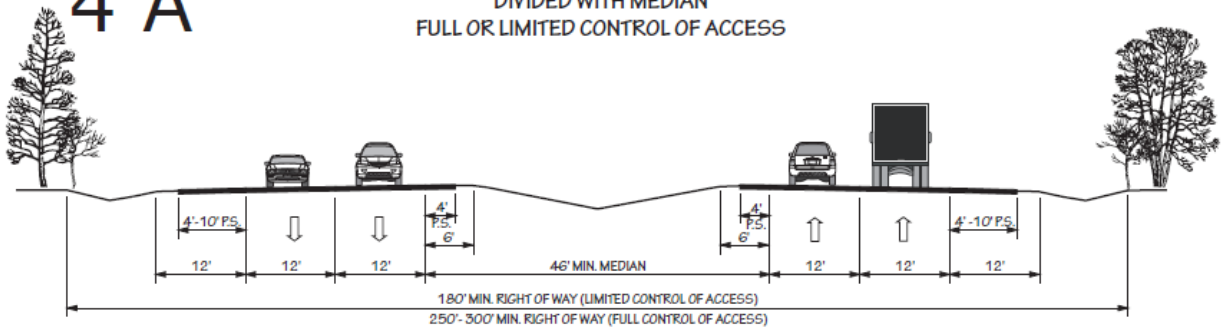


TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

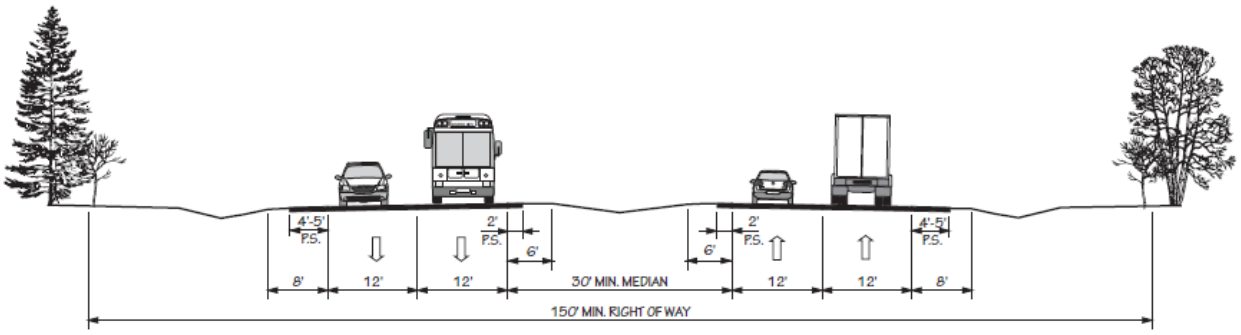
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



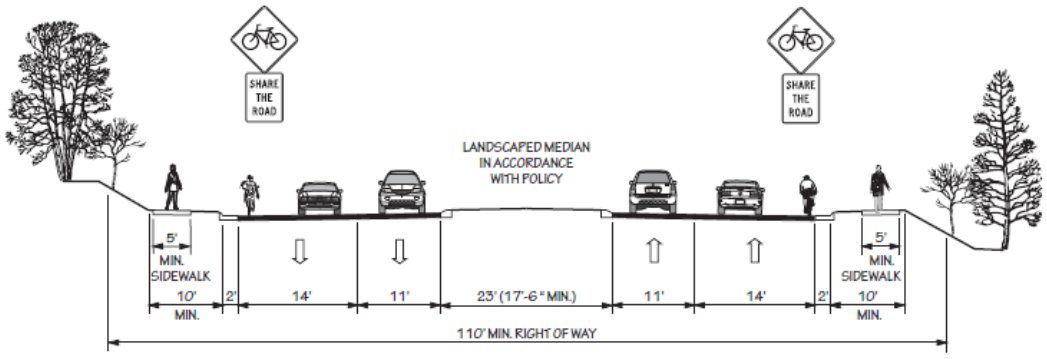
4 B

DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS

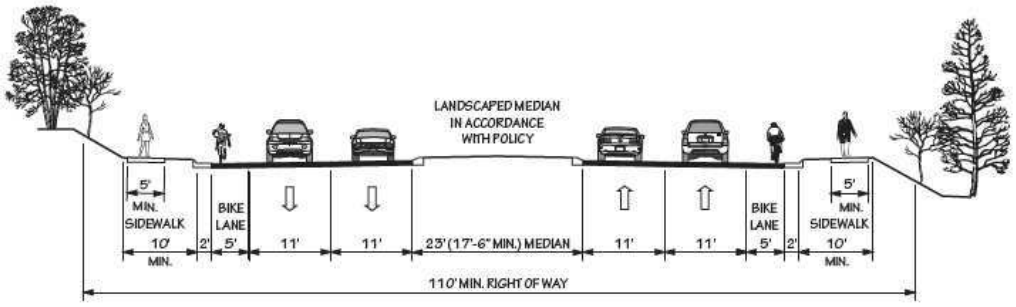


TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

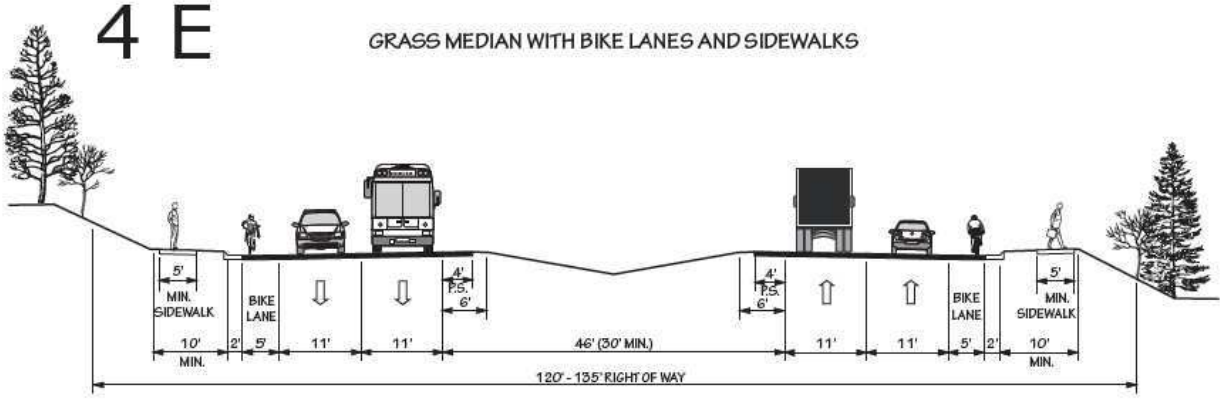
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

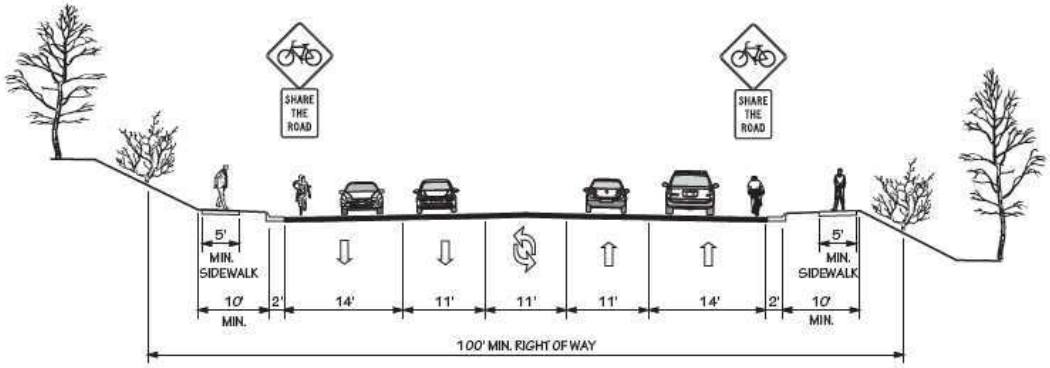
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES

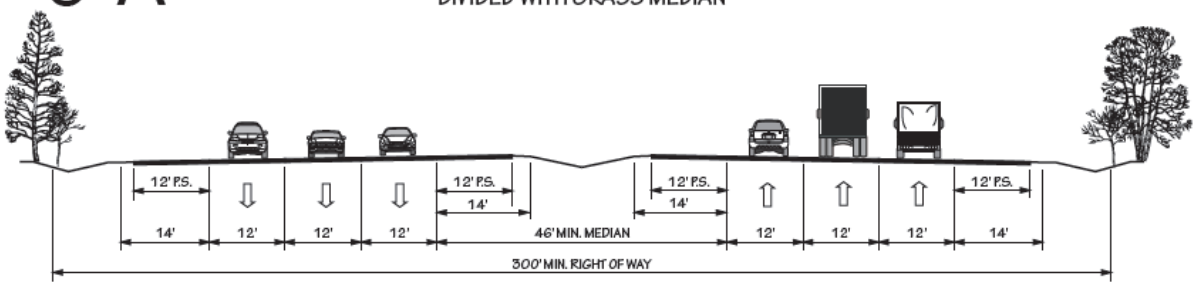


TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

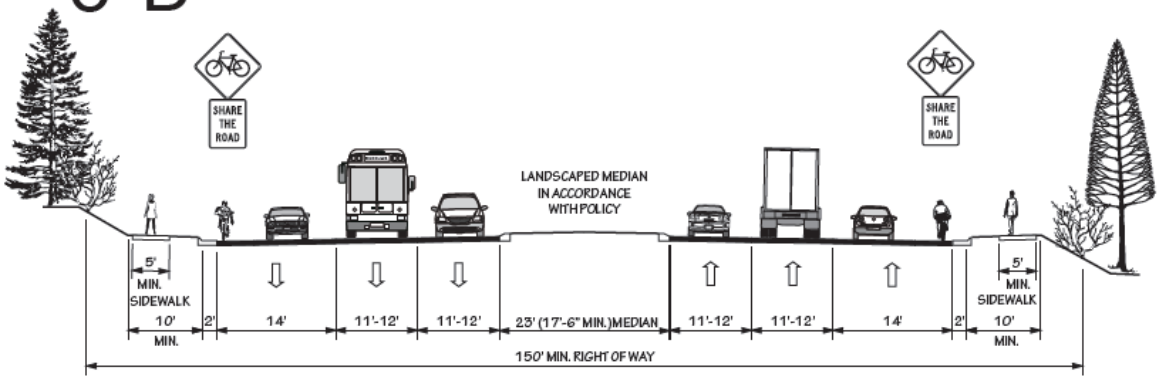
6 A

DIVIDED WITH GRASS MEDIAN



6 B

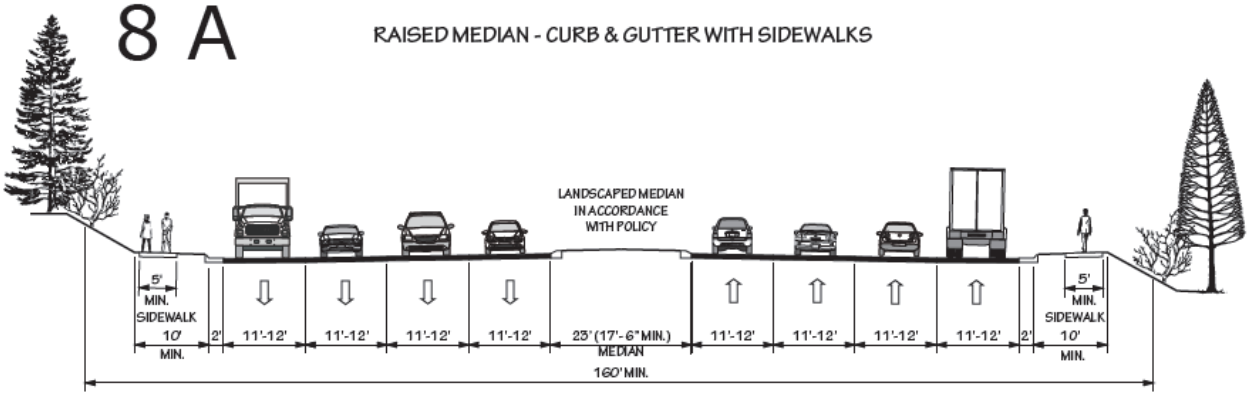
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

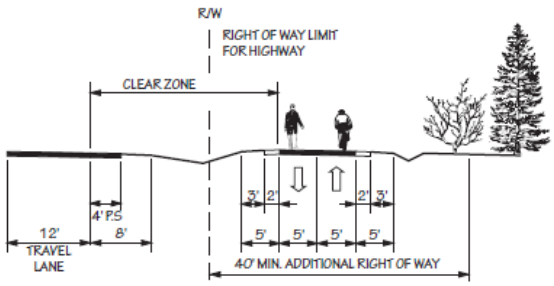
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



TYPICAL MULTI - USE PATH

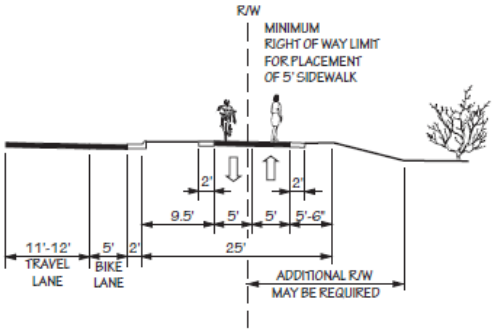
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



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Appendix E
Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 7.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.
- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.
- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.
- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.
- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F**: Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Figure 6 - Level Of Service Illustrations

Level of Service A

Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B

Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C

Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D

Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E

Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F

Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F
Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to quality for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 4.

Table 4 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	CTP Project
17	Neuse Road (SR 1804)	Southwest Creek	Structurally Deficient	
20	NC 55	Neuse River	Functionally Obsolete	
23	Strawberry Branch Drive (SR 1905)	Kelly Pond Creek	Structurally Deficient	
29	US 70	Falling Creek	Functionally Obsolete	
43	US 70/258 Business, NC 58 (S. Queen Street)	Neuse River	Structurally Deficient	NC 58 Widening (LENO0024C-H)
50	NC 58	Stonyton Creek	Functionally Obsolete	
53	NC 11/55 (Old Pink Hill Rd.)	Neuse River Overflow	Structurally Deficient	
60	US 70/258	Neuse River	Structurally Deficient	
70	NC 11	Stonyton Creek	Functionally Obsolete	
71	NC 11	Stonyton Creek	Functionally Obsolete	NC 11 Widening (LENO0022-H)

Appendix G
Alternatives Not in Plan

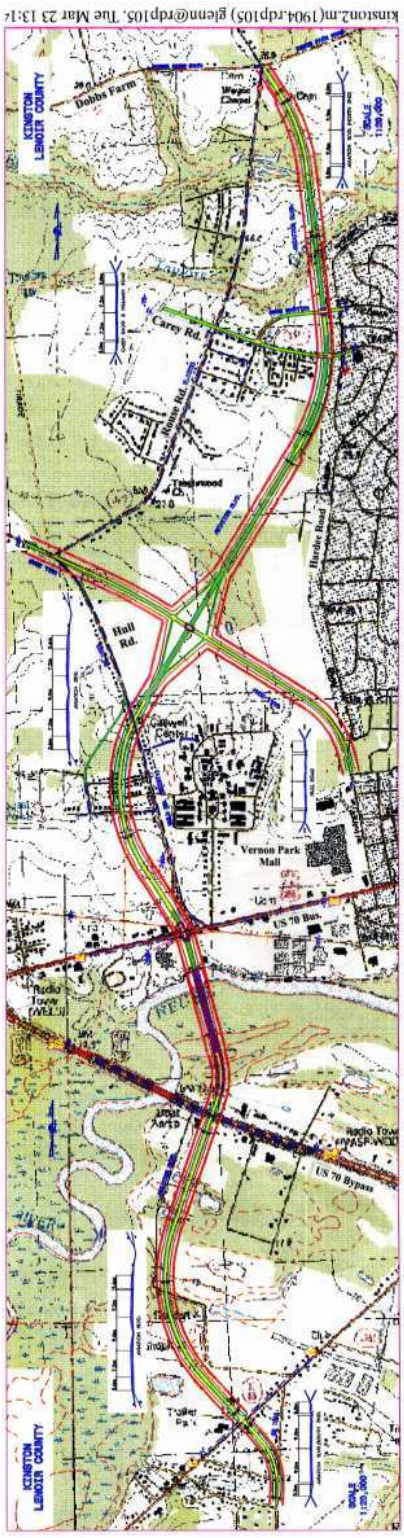
The image on the following page is a scan of the functional design route for Foster Boulevard that connected Dobbs Farm Road to NC 11/55. This proposal was dropped due to local opposition.

Foster Boulevard
(proposed)

Kinston, NC
City of Kinston Thoroughfare Plan

PRELIMINARY

PRELIMINARY



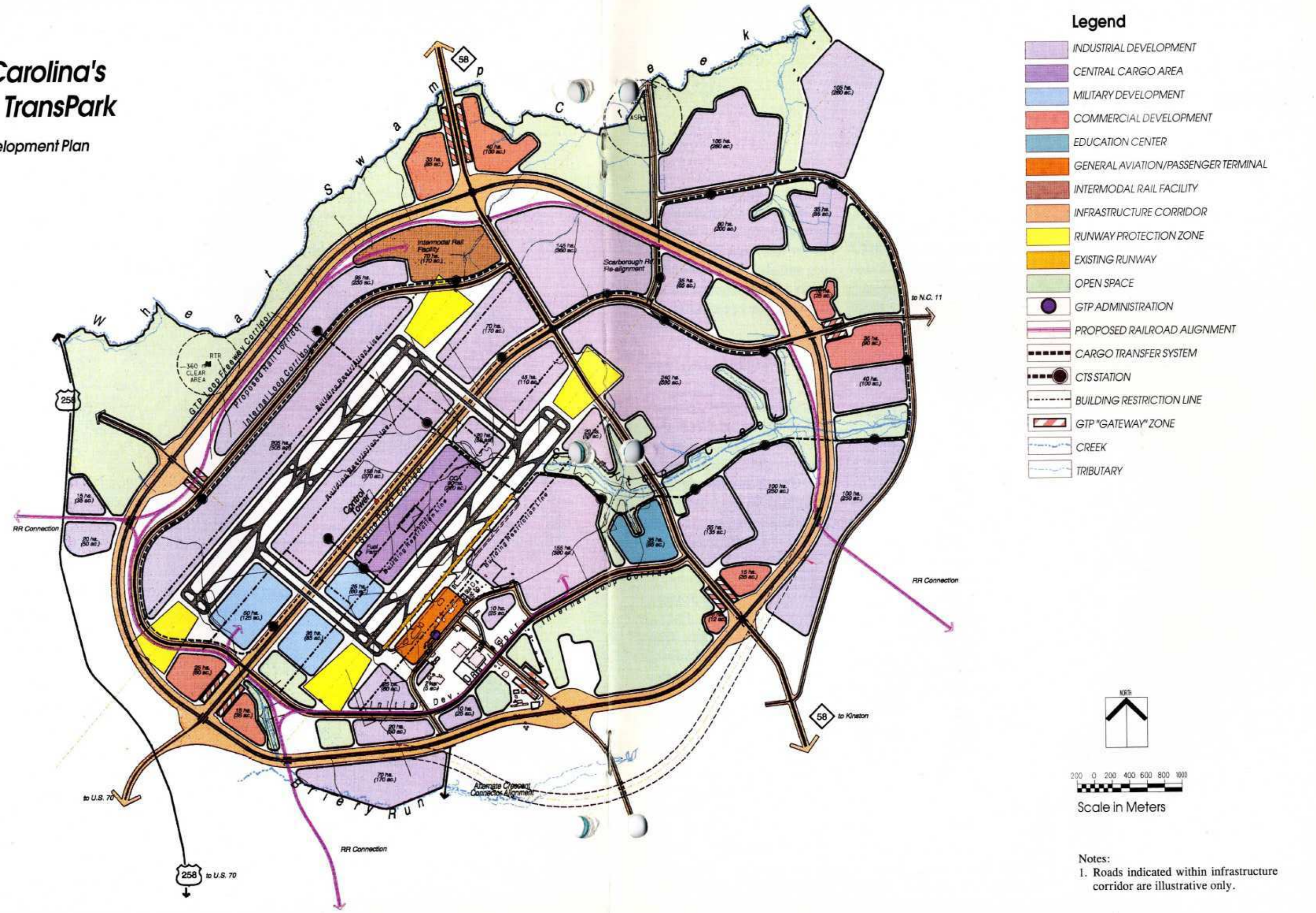
Appendix H
Existing Transportation Plans

The following CTPs, Thoroughfare Plans or studies for areas within the County that are not included as a part of this plan are listed below and depicted in this appendix.

- Global TransPark Master Plan (H-2)
- 1999 Lenoir County Throughfare Plan (H-3)
- 1993 Kinston Urban Area Thoroughfare Plan (H-4)
- 1981 Kinston Thoroughfare Plan (H-5)

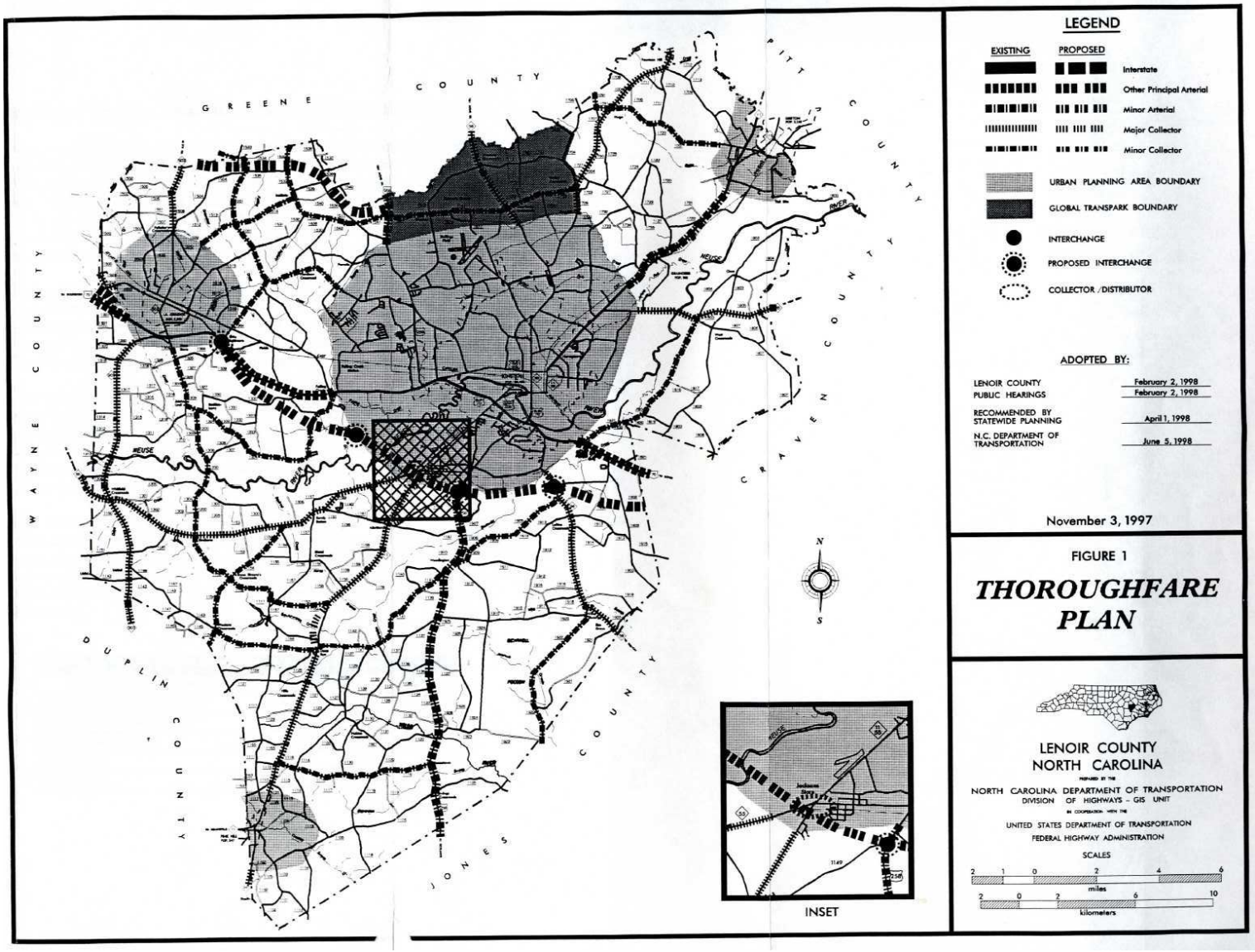
North Carolina's Global TransPark

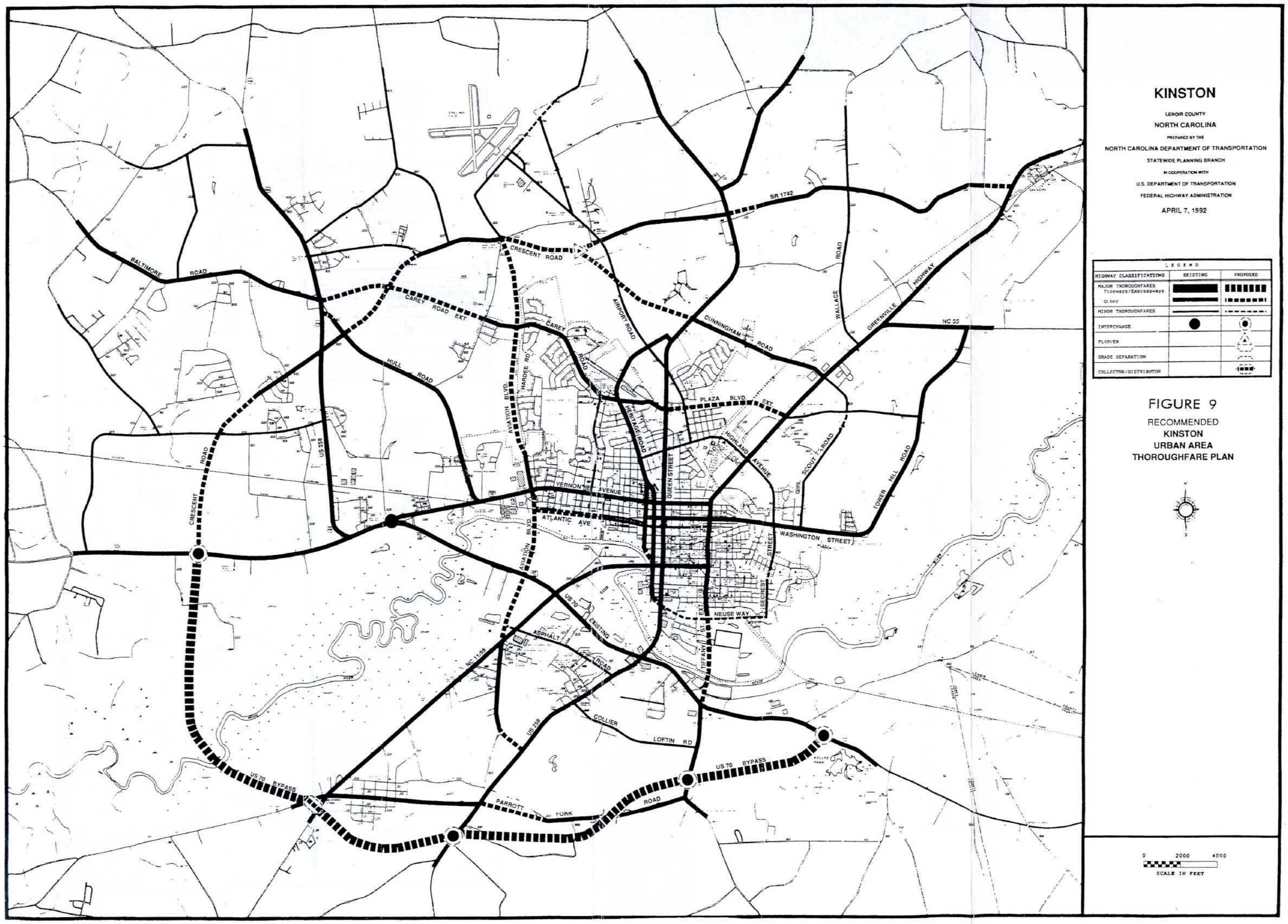
Ultimate Development Plan

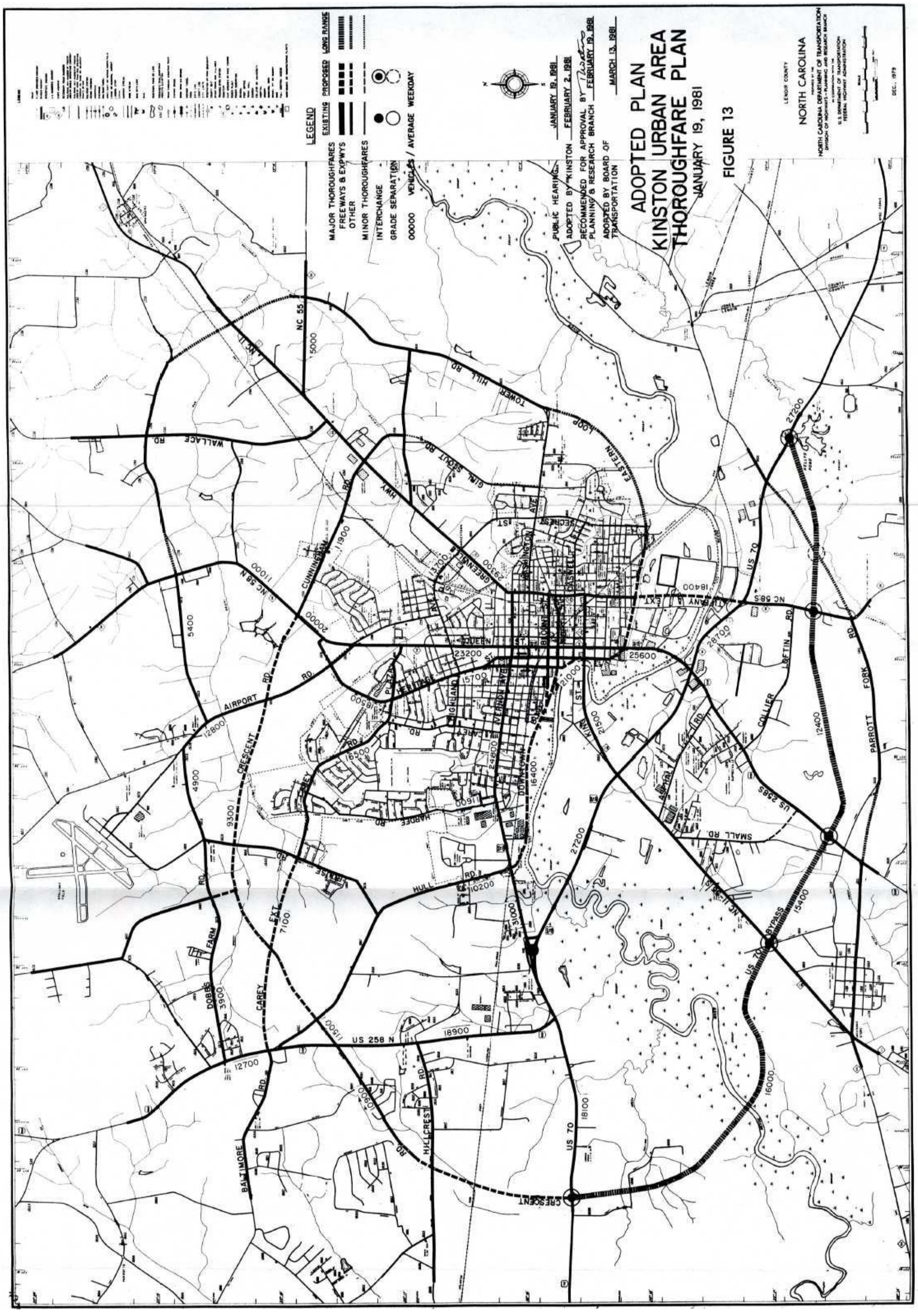


Notes:
1. Roads indicated within infrastructure corridor are illustrative only.

14


GREENE COUNTY
PITT COUNTY
WAYNE COUNTY
CRAVEN COUNTY
DUPLIN COUNTY
JONES COUNTY
NEUSE
LEGEND
EXISTING
PROPOSED
Interstate
Other Principal Arterial
Minor Arterial
Major Collector
Minor Collector
URBAN PLANNING AREA BOUNDARY
GLOBAL TRANSPARK BOUNDARY
INTERCHANGE
PROPOSED INTERCHANGE
COLLECTOR / DISTRIBUTOR
ADOPTED BY:
LENOIR COUNTY PUBLIC HEARINGS
February 2, 1998
February 2, 1998
RECOMMENDED BY STATEWIDE PLANNING
April 1, 1998
N.C. DEPARTMENT OF TRANSPORTATION
June 5, 1998
November 3, 1997
FIGURE 1
THOROUGHFARE PLAN
LENOIR COUNTY
NORTH CAROLINA
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - GIS UNIT
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALES
miles
kilometers
INSET


KINSTON
LENOIR COUNTY
NORTH CAROLINA
PREPARED BY THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
STATEWIDE PLANNING BRANCH
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APRIL 7, 1992
LEGEND
HIGHWAY CLASSIFICATIONS
EXISTING
PROPOSED
MAJOR THOROUGHFARES
Freeways/Expressways
Other
MINOR THOROUGHFARES
INTERCHANGE
FLYOVER
GRADE SEPARATION
COLLECTOR/DISTRIBUTOR
FIGURE 9
RECOMMENDED
KINSTON
URBAN AREA
THOROUGHFARE PLAN
0 2000 4000
SCALE IN FEET
SR 1742
WALLACE ROAD
GREENVILLE HIGHWAY
NC 55
TOWER HILL ROAD
GIRL SCOUT ROAD
CUNNINGHAM ROAD
PLAZA BLVD EXT
HIGHLAND AVENUE
QUEEN STREET
HERITAGE ROAD
AIRPORT ROAD
CRESCENT ROAD
CAREY ROAD
CAREY ROAD EXT
HARDEE RD
AVIATION BLVD
VERNON AVENUE
ATLANTIC AVE
WASHINGTON STREET
SECREST STREET
NEUSE WAY
TIFFANY
US 70 EXISTING
ASPHALT ROAD
COLLIER
LOFTIN RD
US 258
NC 11/55
HULL ROAD
BALTIMORE ROAD
US 70 BYPASS
PARROTT FORK ROAD


ADOPTED PLAN
KINSTON URBAN AREA
THOROUGHFARE PLAN
JANUARY 19, 1981
FIGURE 13
LEGEND
EXISTING PROPOSED LONG RANGE
MAJOR THOROUGHFARES
FREEWAYS & EXPWYS
OTHER
MINOR THOROUGHFARES
INTERCHANGE
GRADE SEPARATION
00000 VEHICLES / AVERAGE WEEKDAY
PUBLIC HEARING JANUARY 19, 1981
ADOPTED BY KINSTON FEBRUARY 2, 1981
RECOMMENDED FOR APPROVAL BY PLANNING & RESEARCH BRANCH FEBRUARY 19, 1981
ADOPTED BY BOARD OF TRANSPORTATION MARCH 13, 1981
LENOIR COUNTY
NORTH CAROLINA

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Appendix I
Kinston Land Development Plan

A copy of the City of Kinston Land Development plan referenced at the time of this report can be located at:

http://www.ncdot.gov/doh/preconstruct/tpb/planning/kinstonCTP.html

or contact the city of Kinston planning office at:
PO Drawer 339
Kinston, NC 28502

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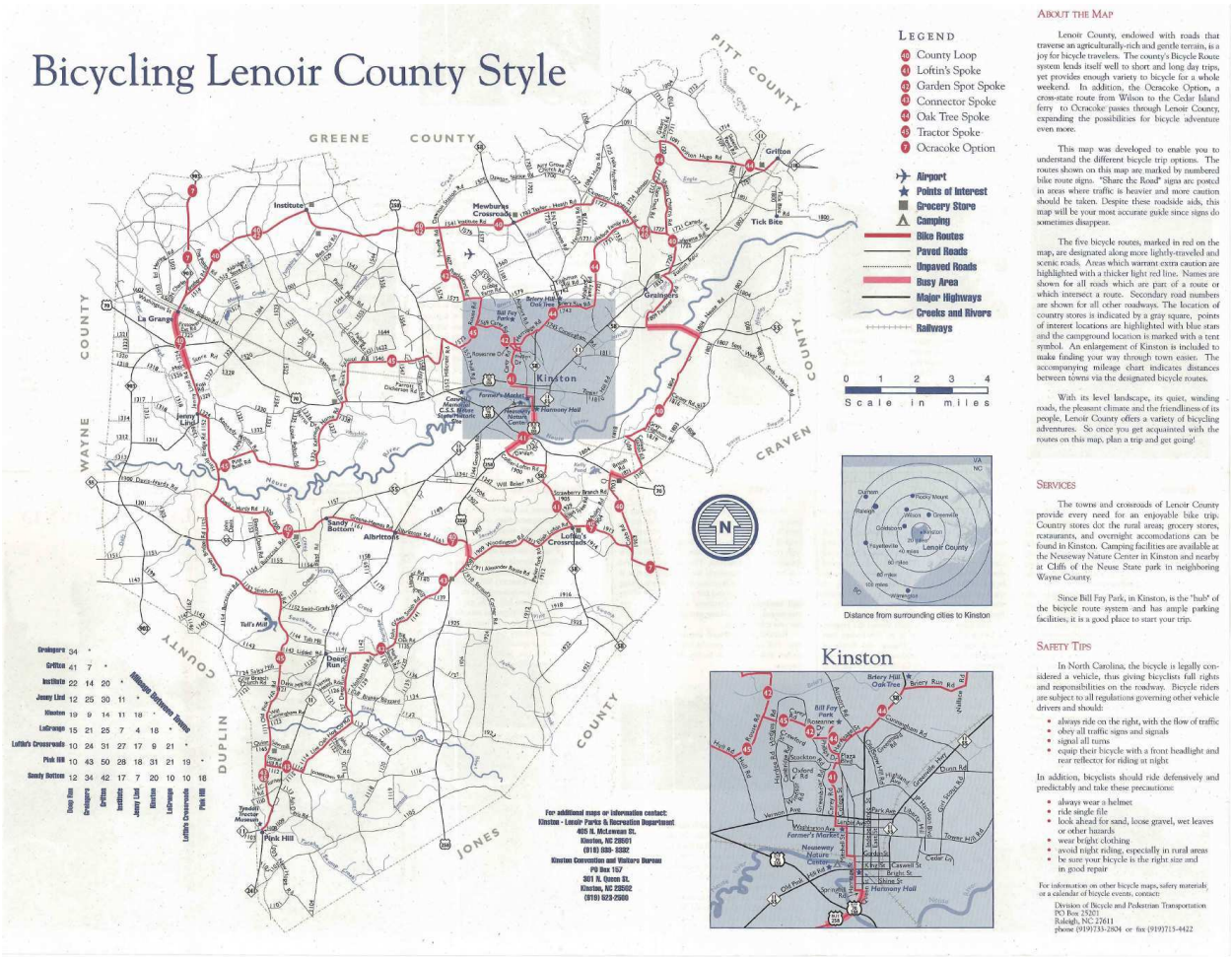
Appendix J
Lenoir County Bicycle Route Map

The following brochure is available at:
http://www.ncdot.gov/travel/mappubs/bikemaps/default.html



About the Map

Lenoir County, endowed with roads that traverse an agriculturally-rich and gentle terrain, is a joy for bicycle travelers. The county's Bicycle Route system lends itself well to short and long day trips, yet provides enough variety to bicycle for a whole weekend. In addition, the Ocracoke Option, a cross-state route from Wilson to the Cedar Island ferry to Ocracoke passes through Lenoir County, expanding the possibilities for bicycle adventure even more.

This map was developed to enable you to understand the different bicycle trip options. The routes shown on this map are marked by numbered bike route signs. "Share the Road" signs are posted in areas where traffic is heavier and more caution should be taken. Despite these roadside aids, this map will be your most accurate guide since signs do sometimes disappear.

The five bicycle routes, marked in red on the map, are designated along more lightly-traveled and scenic roads. Areas which warrant extra caution are highlighted with a thicker light red line. Names are shown for all roads which are part of a route or which intersect a route. Secondary road numbers are shown for all other roadways. The location of country stores is indicated by a gray square, points of interest locations are highlighted with blue stars and the campground location is marked with a tent symbol. An enlargement of Kinston is included to make finding your way through town easier. The accompanying mileage chart indicates distances between towns via the designated bicycle routes.

With its level landscape, its quiet, winding roads, the pleasant climate and the friendliness of its people, Lenoir County offers a variety of bicycling adventures. So once you get acquainted with the routes on this map, plan a trip and get going!

Services

The towns and crossroads of Lenoir County provide every need for an enjoyable bike trip. Country stores dot the rural areas; grocery stores, restaurants, and overnight accomodations can be found in Kinston. Camping facilities are available at the Neuseway Nature Center in Kinston and nearby at Cliffs of the Neuse State park in neighboring Wayne County.

Since Bill Fry Park, in Kinston, is the "hub" of the bicycle route system and has ample parking facilities, it is a good place to start your trip.

Safety Tips

In North Carolina, the bicycle is legally considered a vehicle, thus giving bicyclists full rights and responsibilities on the roadway. Bicycle riders are subject to all regulations governing other vehicle drivers and should:

- always ride on the right, with the flow of traffic
- obey all traffic signs and signals
- signal all turns
- equip their bicycle with a front headlight and rear reflector for riding at night

In addition, bicyclists should ride defensively and predictably and take these precautions:

- always wear a helmet
- ride single file
- look ahead for sand, loose gravel, wet leaves or other hazards
- wear bright clothing
- avoid night riding, especially in rural areas
- be sure your bicycle is the right size and in good repair

For information on other bicycle maps, safety materials or a calendar of bicycle events, contact:

Division of Bicycle and Pedestrian Transportation
PO Box 25201
Raleigh, NC 27611
phone (919)733-2804 or fax (919)715-4422

History

In 1584, English explorers sent by Sir Walter Raleigh landed on the Carolina coast. They questioned the native Indians to find out what lay to the west of the narrow strip of beach that they could see. Arthur Barlowe and Philip Amadas then explored the territory eventually declared Lenoir County. They sent reports back of the Neustok Indians living on a goodly river called the Neuse.

The first Europeans to actually survey the Lenoir County area were John Lawson and Baron DeGraffenried. They secured this tract of land around the junction of the Neuse and Trent rivers for a colony of German Palatines and Swiss settlers.

When this land was first settled, it was part of Bath County in the Precinct of Craven. Over time county boundaries changed often. Hence, the Lenoir county area was within Bath County from 1696 until 1705, in Archdale County until 1712, in Craven until 1746, Johnston until 1759, and in Dobbs until 1791, when Lenoir County was established independently on December 21 as the land that was formerly the southern half of Dobbs County. This county was named after William Lenoir, who at the time, was Speaker of the State Senate and was a Revolutionary War hero.

Early on, according to a State Board of Agriculture handbook, Lenoir County was well-suited for growing cotton, and there were "no lands in the entire State of North Carolina better adapted to the cultivation of bright yellow [smoking] tobacco..." Despite this, the lack of a good transportation system held back the county's growth. In October of 1833 a group of concerned citizens met to address this issue and determined that the Neuse River was too crooked and shallow to be practical as a waterway to the sea. Their conclusion was that, for the county to grow, a railroad system was needed that would connect the coastal city of Beaufort to neighboring Goldsboro.

The Civil War temporarily slowed the progress of Lenoir County as most of its able-bodied men joined the war effort. During the Battle of Southwest Creek the Confederate Ram 'Neuse' was destroyed near Kinston by Confederate troops, so as to disable its use by the Union.

In the years following Reconstruction, the county focused on rebuilding itself from the rubble of the war. It was not until the early 1900's that Lenoir County could take the large step forward of constructing a sand-clay road system with steel and concrete bridges. With this improved way of transporting goods to market, several industries developed, including: cotton, meat-packing, lumber, brick and textiles. Along with agricultural projects, the emergence of new industries have helped Lenoir county expand its growth into the future.

Climate

Moderated by easterly breezes, the climate of Lenoir County, is with few exceptions, pleasant for bicycling all year long. The short winters are marked by cold spells, but generally are quite mild; high temperatures being in the 50's and 60's even during the coldest months. The summer is long and can bring some excessively hot days, however, it is still comfortable for bicycling in the early morning and evening. Spring and fall provide plenty of sun and moderate temperatures for lots of biking enjoyment. The resulting average temperature for the year is 65 degrees.

Rainfall is distributed evenly throughout the year. Fall and winter months average three to four inches with five to six inches during spring and summer.

Terrain

Lenoir County is located in the center of eastern North Carolina's coastal plain. Its elevation ranges from 44 feet above sea level at the headwaters of the Trent River in the southeast, to an elevation of 125 feet in the west. The county is divided by the Neuse River, which snakes its way for 75 miles through the middle of the county.

The land is good agricultural land with an eastward-sloping plain crossed by shallow valleys and a few gently rolling hills. Large stands of pines and hardwoods abound throughout the county.

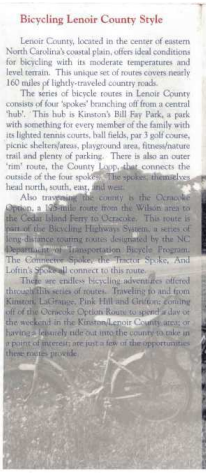
Bicycling Lenoir County Style

Lenoir County, located in the center of eastern North Carolina's coastal plain, offers ideal conditions for bicycling with its moderate temperatures and level terrain. This unique set of routes covers nearly 160 miles of lightly-traveled country roads.

The series of bicycle routes in Lenoir County consists of four 'spokes' branching off from a central 'hub'. This hub is Kinston's Bill Fay Park, a park with something for every member of the family with its lighted tennis courts, ball fields, par 3 golf course, picnic shelters/areas, playground area, fitness/nature trail and plenty of parking. There is also an outer 'rim' route, the County Loop, that connects the outside of the four spokes. The spokes themselves head north, south, east, and west.

Also traversing the county is the Ocracoke Option, a 135-mile route from the Wilson area to the Cedar Island Ferry to Ocracoke. This route is part of the Bicycling Highways System, a series of long-distance touring routes designated by the NC Department of Transportation Bicycle Program. The Connector Spoke, the Tractor Spoke, and Loftin's Spoke all connect to this route.

There are endless bicycling adventures offered through this series of routes. Traveling to and from Kinston, LaGrange, Pink Hill and Grifton, or going off of the Ocracoke Option Route to spend a day or the weekend in the Kinston/Lenoir County area, or having a leisurely ride out into the county to take in a point of interest, are just a few of the opportunities these routes provide.



This publication was produced by the North Carolina Department of Transportation Bicycle Program through the Transportation Improvement Program. 6,000 copies were produced at a cost of $6,580 or $.43 each. This is recycled paper.

Photography by Brady McNamara
Cartography by R&M Group
Design by Aly Rivette

bicycling

Lenoir County

Points of Interest

Neuseway Nature Center

This 55-acre park has lots to offer — a nature museum, both RV and tent camping, showers, picnic facilities, fishing ponds, hiking trails and river access. The nature center houses wildlife exhibits which include live snakes, alligators, aquatic life of the Neuse River and some small mammals. The center is open to the public, free of charge, with a small fee for camping. Call ahead at (919) 939-3367 for more information or to make camping reservations.

The Caswell Memorial and C.S.S. Neuse State Historic Site

Richard Caswell, who in 1776 became the first governor of the Independent State of North Carolina, lived in what is now Lenoir County most of his life. He is believed to have been buried in the Caswell family cemetery on this site, where a small museum has been erected in his memory. The museum offers a sound-and-light presentation that covers his military and political career.

On the other part of this site, and separated by more than 100 years of history, lie the remains of the ironclad gunboat *CSS Neuse*. Artifacts recovered from the ship and an audio-visual presentation about her history are housed in the nearby visitor center, built to resemble the casemate of the *Neuse*. Admission is free. Call (919) 522-2091 for hours of operation.

Harmony Hall

Harmony Hall was erected in 1772 by Jesse and Elizabeth Cobb. At one time the house was owned by Richard Caswell, North Carolina's first constitutional governor. Harmony Hall served as the seat of state government during the American Revolution. This fully-restored house is the only 18th century structure still standing in Kinston and has a museum on its second floor. It is located at 106 East King Street bordered by a decorative colonial fence.

Several other historical buildings are on the same property, including a one-room schoolhouse, an 18th century smokehouse, and the Archbell House, which houses a museum of hand tools and similar items.

Call ahead at (919) 522-0421 between 9 a.m. and 1 p.m., Monday, Wednesday or Friday for more information or to make a tour appointment.

Briary Hill Oak Tree

This tree, over 176 years old, is more that just a large tree. It measures 21 feet, 10 inches in circumference, and some limbs reach 75 feet in length. This tree is currently registered in the Live Oak Society of the Louisiana Garden Club Federation, Inc. According to history this massive oak sprouted during the war of 1812 from an acorn brought from Beaufort. Legend has it that this tree served as a shelter for encampments of Civil War troops on more than one occasion.

Tyndall's Tractor Museum

The Wilbur A. Tyndall Tractor Museum is located on Highway 11 North in Pink Hill. It is family owned and operated and was officially opened in the Bicentennial Year of 1976. It houses displays of tractors, farm implements, horse-drawn equipment, antiques, relics and other artifacts related to rural life.

Behind the museum is the Tyndall House, which was built in the 1840's and restored in 1975. In its basement is a collection of 25 balloon-tire bicycles restored from the 1920s - 40s. Among the manufacturers are: Columbia, Schwinn, Ivor Johnson, Hawthorne, Rollfast, Western Flyer, Murray, and Shelby. Call ahead for free tours at (919) 568-3261.

Bicycle Routes

41 The County Loop

Start anywhere along this 59-mile route and follow it full circle around the county or combine it with one of the spoke routes or the Ocracoke Option to create a shorter loop. Country stores are plentiful in the northern part of the loop, but less so in the southern part. One beautiful place to stop is on the loop's crossing of the Neuse River, where the Tractor Spoke and County Loop are joined.

42 Loftin's Spoke

This 8-mile spoke leads through the heart of Kinston into southern Lenoir County. Along the route, the Mitchell Town Historical District features houses built over a century ago.

Stop along the way and relax at Neuseway Park or get a locally-grown snack at the Farmer's Market. This Spoke also picks up the Ocracoke Option at the southern end of the county.

43 Garden Spot Spoke

Beginning in Kinston, this spoke's destination is LaGrange, commonly termed "The Garden Spot" due to its agricultural richness. Along the way is North Lenoir High School. Stop in at Bryan's Store in Institute for a snack before pedaling the rest of this 16-mile route to LaGrange where this spoke intersects the Ocracoke Option route.

43 The Connector Spoke

This spoke provides an 11-mile connection between the town of Pink Hill and the Ocracoke Option Route, and passes just outside of Deep Run. This route follows quiet country lanes with country stores only at each end, so carrying water and snacks is advisable.

44 The Oak Tree Spoke

Grifton is the destination of, this spoke, and along the way you'll pass the Briary Hill Oak Tree. After biking this routes 15 miles, you might want to stop in Grifton for a rest before riding back to Kinston or connecting to the County Loop.

45 The Tractor Spoke

You are apt to see many tractors along this route whose destination is Pink Hill, home to Tyndall's Tractor Museum. Along this 29-mile route there are many churches and schools. Just before crossing the Neuse River the Tractor Spoke shares a stretch of roads with the Ocracoke Option and the County Loop. Tull's Mill provides a beautiful place to take a break before reaching Pink Hill.

Please be aware:

Although every effort was made initially to choose routes on less traveled roads, some areas of this map may have experienced significant growing. In these locations some of the selected bicycle routes could have increased traffic volumes. The NC Department of Transportation and the Division of Bicycle and Pedestrian Transportation assume no liability for the increase use of any road on this map. We ask you to, as much as you are able, make yourself aware of the roads you intend to travel on, prior to your trip. To do so you may consider contacting the local government, bike shops or clubs in the area, for advise.

A Note of Caution

The highlighted bicycle routes shown on this map follow roads of the North Carolina highway system. These roads do not include any special accommodations for bicycles such as paved shoulders or designated bike lanes. Care has been taken to select more lightly traveled roads. In a few places, however, short sections of busier roads are used to make connections where no other options exist. These areas are marked with "Share the Road" signs, like the one shown here, to alert motorist to the presence of cyclists on the road. The bike routes are not intended for use by children, as their ability to judge traffic conditions and driver actions is not well developed.

Be predictable, be courteous, and obey all traffic laws, while traveling by bicycle.

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Appendix K
Public Involvement

Presentations regarding the progress of the Kinston CTP and a presentation of the draft Kinston CTP were made for the Kinston City Council regular meetings open to the public on November 20, 2006, March 3, 2007 and July 16, 2007. These meetings were also broadcast on local public access television.

The draft Kinston CTP was presented to the Lenoir County Commissioners at their regular meeting, open to the public, on March 19, 2007.

Prior to the switch from the Thoroughfare Plan process to the CTP process, public input was collected concerning the Thoroughfare plan, as mentioned in chapter II of this report. For more information, see page II-17.

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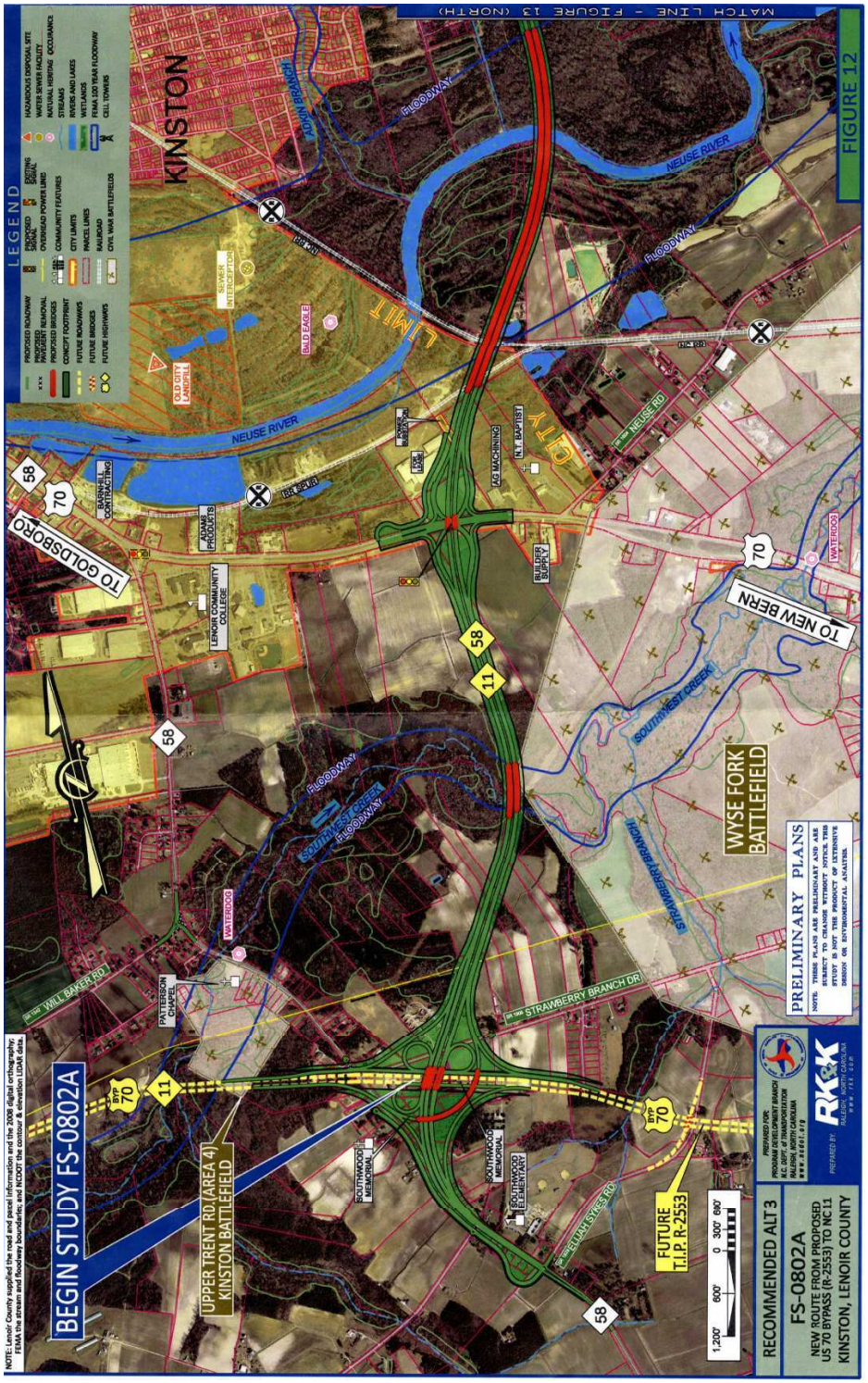
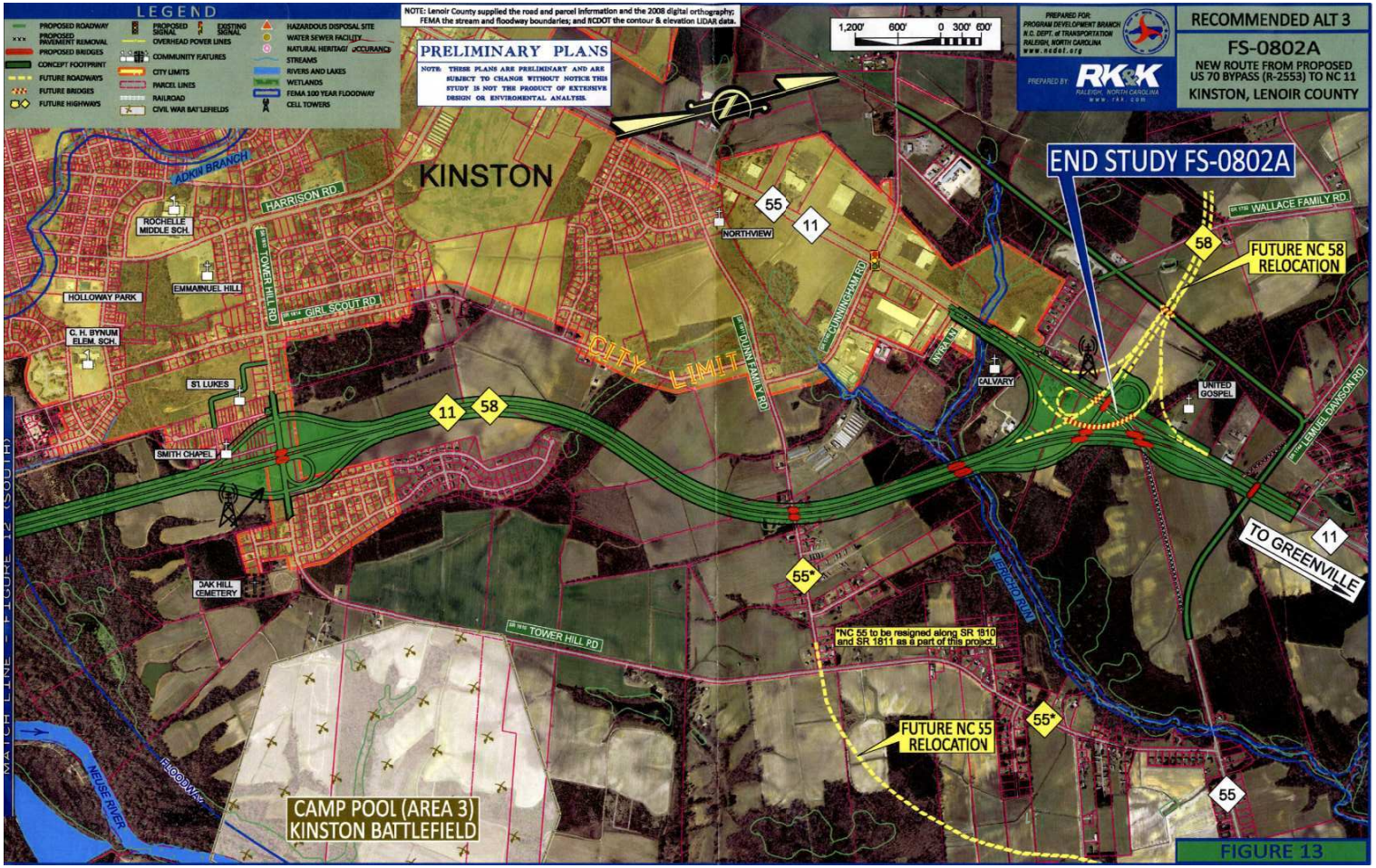
Appendix L
NC 58 Relocation Feasibility Study




LEGEND
PROPOSED ROADWAY
PROPOSED PAVEMENT REMOVAL
PROPOSED BRIDGES
CONCEPT FOOTPRINT
FUTURE ROADWAYS
FUTURE BRIDGES
FUTURE HIGHWAYS
PROPOSED SIGNAL
EXISTING SIGNAL
OVERHEAD POWER LINES
COMMUNITY FEATURES
CITY LIMITS
PARCEL LINES
RAILROAD
CIVIL WAR BATTLEFIELDS
HAZARDOUS DISPOSAL SITE
WATER SEWER FACILITY
NATURAL HERITAGE OCCURANCE
STREAMS
RIVERS AND LAKES
WETLANDS
FEMA 100 YEAR FLOODWAY
CELL TOWERS
NOTE: Lenoir County supplied the road and parcel information and the 2008 digital orthography; FEMA the stream and floodway boundaries; and NCDOT the contour & elevation LIDAR data.
PRELIMINARY PLANS
NOTE: THESE PLANS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE THIS STUDY IS NOT THE PRODUCT OF EXTENSIVE DESIGN OR ENVIRONMENTAL ANALYSIS.
1,200' 600' 0 300' 600'
PREPARED FOR:
PROGRAM DEVELOPMENT BRANCH
N.C. DEPT. of TRANSPORTATION
RALEIGH, NORTH CAROLINA
www.ncdot.org
PREPARED BY
RK&K
RALEIGH, NORTH CAROLINA
www.rkk.com
RECOMMENDED ALT 3
FS-0802A
NEW ROUTE FROM PROPOSED US 70 BYPASS (R-2553) TO NC 11
KINSTON, LENOIR COUNTY
END STUDY FS-0802A
KINSTON
ADKIN BRANCH
HARRISON RD
ROCHELLE MIDDLE SCH.
TOWER HILL RD
EMMANUEL HILL
HOLLOWAY PARK
GIRL SCOUT RD
C. H. BYNUM ELEM. SCH.
ST LUKES
SMITH CHAPEL
OAK HILL CEMETERY
CITY LIMIT
NORTHVIEW
55
11
58
WALLACE FAMILY RD
FUTURE NC 58 RELOCATION
DUNN FAMILY RD
CUNNINGHAM RD
INTRA ST
CALVARY
UNITED GOSPEL
SAMUEL DAWSON RD
TO GREENVILLE
55*
NEUSE RIVER
FLOODWAY
TOWER HILL RD
*NC 55 to be resigned along SR 1810 and SR 1811 as a part of this project.
FUTURE NC 55 RELOCATION
CAMP POOL (AREA 3)
KINSTON BATTLEFIELD
MATCH LINE — FIGURE 12 (SOUTH)
FIGURE 13

Appendix M
Comments on draft technical report

On January 5, 2011, a draft copy of the City of Kinston CTP technical report was made available online with hard copies sent to the following people for comment with an original deadline of January 20, 2011:

Hugh Overholt, NC Board of Transportation
Leigh H. McNairy, NC Board of Transportation
Amanda Engesither, Director, Kinston Planning
Scott Stevens, Kinston City Manager
Gary O'Neal, Planning and Inspections, Lenoir County
Neil Lassiter, P.E., Division Engineer, Highway Division 2
Preston Hunter, P.E., District Engineer, Highway Division 2
Shirley R. Williams, Director, Environmental and Planning, NCDOT Rail
Miriam S. Perry, Director, Public Transportation Division
Alex Rickard, Planning Director, ECRPO
Patrick Flanagan, Planner, ECRPO
Travis K. Marshal, P.E., Transportation Planning Branch
Mark S. Pierce, NCDOT PDEA
James H. Upchurch, Transportation Planning Branch
Carlos Moya-Astudillo. Transportation Planning Branch

The city of Kinston requested more time to review the document, and a deadline of March 18, 2011 was selected.

The only comments and suggestions received by the NCDOT Planning Branch were from Scott Stevens, Kinston City Manager.

The following is a copy of the letter received from the city of Kinston and a list of comments regarding their suggestions.

City of Kinston

Post Office Box 339
Kinston, North Carolina 28502
Phone: (252) 939-3110 Fax: (252) 939-3388

B. J. MURPHY
Mayor

SCOTT A. STEVENS
City Manager

JAMES P. CAULEY III
City Attorney

CHRISTINA L. ALPHIN
City Clerk

March 17, 2011

Mr. Brendan Merithew, Transportation Engineer I
North Carolina Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, North Carolina 27699-1554

Subject: Kinston Comprehensive Transportation Plan Report

Dear Mr. Merithew:

We have reviewed the Draft Kinston Comprehensive Transportation Plan dated January 2011 and offer the following comments:

Page	Description
I	Executive Summary – Include a comment stating that report was finalized 3 ½ years after the highway map was approved by City of Kinston. Highway needs and local priorities may be different today based on recent developments and information that was not available in 2007.
I-3 & I-6	A grade separation is proposed or recommended where Carey Road Extension will cross the Global TransPark Rail Spur. Is there justification for this grade separation considering there were no grade separations required on C.F. Harvey Parkway, Hull Road or other existing roads?
I-16	What happens to 5-lane section of Airport Road from N. Herritage Street to NC 58?
I-44	By itself, the map on this page is unclear as to what portion of Highway 258 South will be widened to four lanes. Can you clarify where the widening is proposed to begin and end?
I-53	"Yadkin Branch" should be "Adkin Branch" in all references.
II-5	Under Public Transportation and Rail, in the first paragraph, the last sentence should be revised to reflect that the rail spur is under construction and will connect to the NCRR main rail line (not US 70) to provide rail service to the GTP
II-5	Pedestrian Plan has been approved.
A-1	Leigh McNairy is also a NCDOT board member representing this area

Thank you for the opportunity to review and comment on this report. We would like several copies of the report once it is finalized. If you have any questions, please call me.

Sincerely,

Scott A. Stevens
City Manager

cc: Scott Walston, P.E., Triangle Planning Group Supervisor
Rhonda Barwick, Public Services Director, City of Kinston
Amanda Engesether, Planning Director, City of Kinston

Comment 1:
Included a comment expressing that as the region develops, transportation needs and priorities may differ from those recommended in the report. Because the report is based on the information available at the time the maps were adopted, we did not think it was necessary to specifically mention the time interval between the adoption of the maps and the publication of the technical report.

Comment 2:
Changed wording to reflect that a grade separation should be considered.

Comment 3:
The section of Airport Road (SR-1578) from N. Herritage Street (SR-1570) to NC 58 is recommended to be a four-lane median-divided facility.

Comment 4:
Amended section to read "…from the proposed US 70 Bypass (R-2553) to the southern planning boundary…"

Comment 5:
Spelling corrected.

Comment 6:
Now reads "A rail spur will connect the GTP to the North Carolina Railroad line between US 258 and Hillcrest Road (SR-1552) approximately 0.4 miles north of existing US 70."

Comment 7:
Added: "A pedestrian plan was approved for the area after this CTP study was conducted. That plan may be incorporated into the next study."

Comment 8:
Leigh McNairy added to contact list, appendix A.